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METRO Magazine

'91-'92

FACT BOOK

BUYER'S DIRECTORY & INDUSTRY STATISTICS

Industry Data
Bus & Chassis Manufacturers
Components & Services
Railcar Manufacturers
Consultants
Editorial Index

METRO Magazine

a bobit publication — serving surface mass transportation for 87 years

BOBIT PUBLISHING

Vol. 87 No. 6

Bus 21

Components 39

Rail 61

Cover design by Andrea Sholer.

ANNUAL FACT BOOK 1991-92
(PUBLISHED IN THE FALL QUARTER)

Features

4 **Industry Associations**
Agencies and associations serving mass transportation.

11 **Industry Data**
Transportation facts, figures and charts.

21 **Bus Manufacturers**
Builders of transit buses and chassis.

39 **Components and Services**
Companies that provide parts, equipment and services.

61 **Railcar Manufacturers**
Builders of rail transit vehicles.

67 **Consultants**
Listings of consultants to the transit industry.

77 **Editorial Index**
Articles published in METRO Magazine.

Departments

Advertisers' Index 83
Publisher's Perspective 84

Member:

American Public Transit Association — APTA — United Bus Owners of America — ABA American Bus Association — ABP — Highway Users Federation — BPA

METRO ISSN (0162-6221) is published seven times a year (January, March, May, July, September, October Annual Fact Book, November) by Bobit Publishing Company, 2512 Artesia Boulevard, Redondo Beach, California 90278.

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Please address ALL correspondence to the Editorial and Executive Offices at 2512 Artesia Boulevard, Redondo Beach, California 90278. Please address all subscription correspondence to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Subscription prices: $14 per year; $25 for two years. Single copy $2, $25 for Fact Book. Canada $20 per year; $30 for two years. Foreign $50 per year, $100 for two years. Second Class postage paid at Redondo Beach, CA 90278-9988 and at additional mailing offices. Postmaster: Send address changes to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Affiliated Publications: Automotive Fleet, Canadian Automotive Fleet, Auto Rental News, Bedroom, Business Driver, Contemporary Orthopaedics, Contemporary Surgery, Fleet Financials, Installation News, Limousine & Chauffeur, Nails, Nail Tech News, School Bus Fleet, Security Sales, Showcase USA and Sound Challenge.

INDUSTRY DATA

State Transit Funding Outstrips Federal

Map shows UMTA grants for all programs for FY90 in bold, and state funding for public transportation for FY90 in italics. All numbers are in millions and rounded off. UMTA grants for FY90 totaled $3 billion, down from $3.2 billion the previous year. State funding for FY90 totaled $4.8 billion. For FY91 UMTA estimates $3.2 billion for all programs. For FY1961-91 the total for all UMTA programs was $62.8 billion. UMTA appropriations in FY61 were $42.5 million. The first billion-dollar UMTA appropriation was in FY73, exactly $1 billion. The largest UMTA appropriation was in FY81, $4.7 billion. NOTE: Stark-Harris grant of $84.8 million for Washington, D.C., not included in map. SOURCE: UMTA, American Association of State Highway and Transportation Officials.

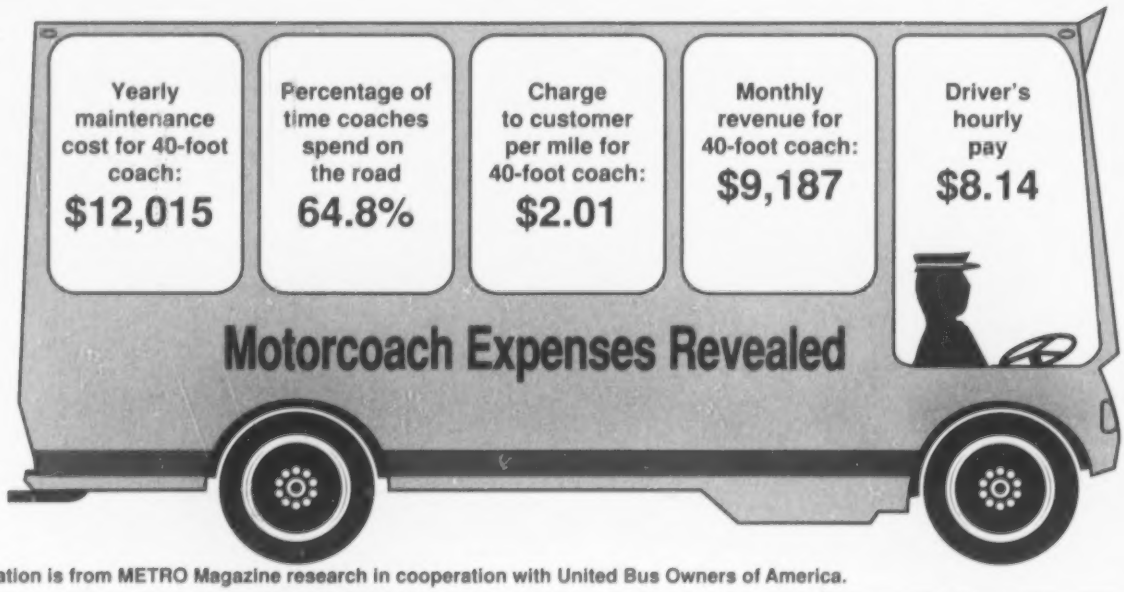
UMTA Grants Program Appropriations FY90

Section 3	$982
Section 8	$44
Section 9, 9B	$1,624
Section 16(b)(2)	$35
Section 18	$66
RTAP	$5
Interstate Transfer	$160
Stark-Harris	$85
Research and Training	$10
Administration	$32
University Transp. Centers	$5
TOTAL	**$3,047**

Numbers are in millions rounded off. Section 3 is discretionary grants from the secretary of transportation; Section 8, planning and technical studies; Section 9, formula grants for urban areas; Section 16(b)(2), grants and loans for the elderly and handicapped; Section 18, formula grants for nonurban areas; RTAP, Rural Transportation Assistance Program; and Stark-Harris, for Washington, D.C.

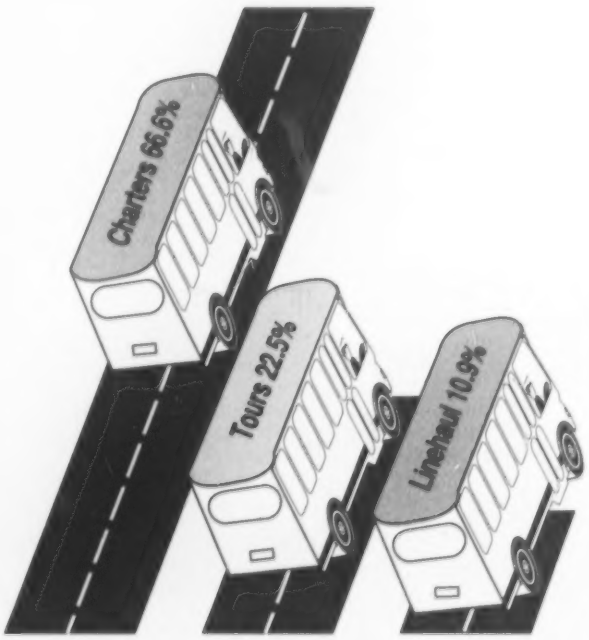
← Circle 107 on METRO Action Card

Private Bus Companies



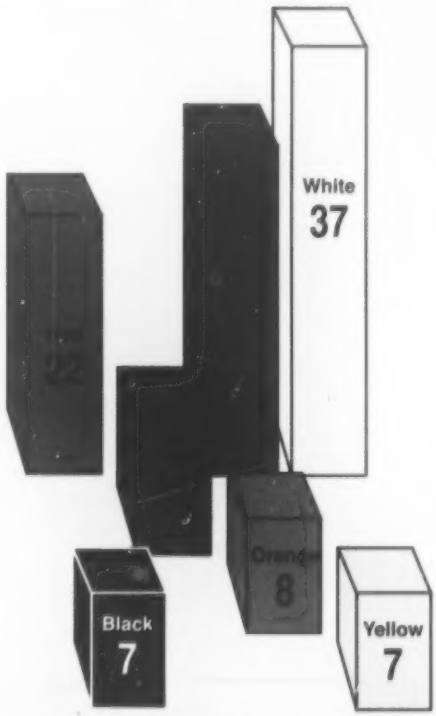
Information is from METRO Magazine research in cooperation with United Bus Owners of America.

Charters are Bulk of Business for Private Operators



Percentage of time private bus companies spend in the three main segments of their business. SOURCE: METRO Magazine research in cooperation with United Bus Owners of America.

Hooray for the White, Blue and Red!



These are the favorite colors for private buses. The figures represent the number of times each color was mentioned when private motorcoach operators were asked the colors of their buses. Often, the colors were part of two- or three-color buses. Other colors mentioned in the survey were: gold, 6; gray, 5; tan and burgundy, 2 each; and brown, rust, turquoise, purple and cranberry, 1 each. SOURCE: METRO Magazine research in cooperation with United Bus Owners of America.

Railcar

Federal Subsidy Dips for New Railcar Purchases

The federal government obligated $117 million for new railcar purchases in FY90, down from $338 million in FY89. That included partial funding for 29 of the electric commuter railcars listed in the FY90 column in the chart. Uncle Sam provided an additional $88 million in FY90 for renovating railcars, down from $226 million in FY89. However, new funding sources such as local investment and dedicated local taxes are being used for new rail projects. TQ is "transitional quarter" when fiscal year months changed. SOURCE: UMTA.

FY	Rapid Transit	Light Rail	Commuter Electric	Commuter Diesel	Locomotives	People Mover	Total
1965	64	0	0	0	0	0	64
1966	400	0	0	0	0	0	400
1967	0	0	35	0	0	0	35
1968	226	0	144	0	0	0	370
1969	260	0	123	0	0	0	383
1970	0	0	309	0	0	0	309
1971	0	80	237	0	0	0	317
1972	420	0	64	25	0	0	509
1973	650	150	15	36	13	0	864
1974	200	45	170	5	2	0	422
1975	140	0	160	20	0	0	320
1976	0	0	58	50	22	0	130
TQ	71	0	0	0	8	0	79
1977	320	48	50	2	9	0	429
1978	125	141	0	90	23	0	379
1979	326	0	0	91	19	0	436
1980	16	26	36	0	0	0	78
1981	204	26	0	80	7	0	317
1982	414	55	8	48	24	0	549
1983	50	26	0	15	0	0	91
1984	128	50	0	0	22	0	200
1985	76	0	0	0	0	0	76
1986	135	0	0	37	6	0	178
1987	0	26	0	0	7	0	33
1988	100	2	0	0	0	0	102
1989	133	31	90	15	6	15	290
1990	67	0	37	30	3	0	137
TOTAL	4,525	706	1,536	544	171	15	7,497

Chart shows number of federally-subsidized railcars.

Railcar Orders 1985-91

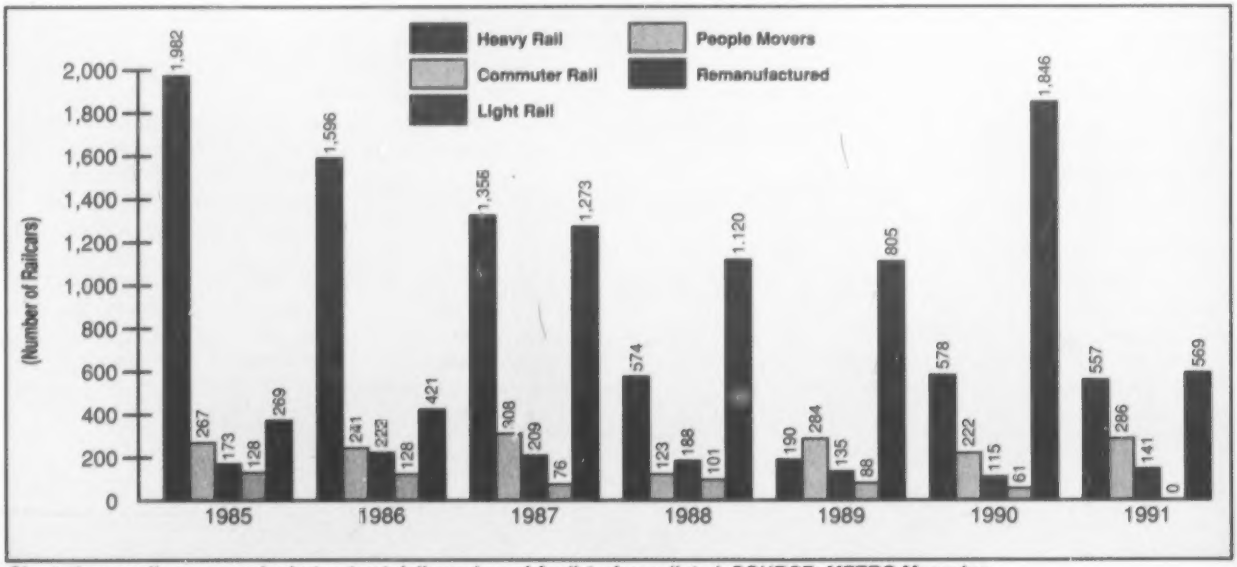


Chart shows railcars on order but not yet delivered as of April 1 of year listed. SOURCE: METRO Magazine.

Transit

UMTA Funds Variety Of Vehicles

Chart does not include federal funding under two programs: Section 16(b)(2) is for private, nonprofit groups which serve the elderly and handicapped. For FY90 that program amounted to $35 million nationally and included 1,435 vehicles, 668 with lifts or ramps. Nor does the chart include Section 18, for rural areas. For FY90 that program obligated $14 million nationally, including the purchase of 20 standard buses, 102 small buses, 301 vans and 40 station wagons and sedans. Before 1985 electric trolleys were included with standard buses. TQ is "transitional quarter" when fiscal year months changed. SOURCE: UMTA.

New Federal Transit Bus Commitments

FY	TOTAL	35' & 40' Standard	Less Than 35'	Vans	Articulated	Electric Trolley
1965	358	266	92	0	0	N/A
1966	1,100	951	159	0	0	N/A
1967	311	216	95	0	0	N/A
1968	637	525	112	0	0	N/A
1969	501	416	85	0	0	N/A
1970	1,487	1,435	52	0	0	N/A
1971	2,521	2,296	225	0	0	N/A
1972	3,502	3,235	267	0	0	N/A
1973	4,072	3,599	473	0	0	N/A
1974	5,816	5,026	634	6	150	N/A
1975	4,426	3,755	586	25	60	N/A
1976	3,318	2,926	181	73	138	N/A
TQ	359	264	81	14	0	N/A
1977	3,798	3,264	410	74	50	N/A
1978	3,992	3,408	423	141	20	N/A
1979	2,939	2,168	399	323	49	N/A
1980	4,223	3,230	492	236	265	N/A
1981	4,611	3,406	399	290	516	N/A
1982	3,250	2,490	500	63	197	N/A
1983	2,863	2,131	254	248	230	N/A
1984	2,475	1,609	434	343	89	N/A
1985	3,051	2,139	485	306	97	N/A
1986	3,666	2,560	595	426	11	74
1987	3,641	2,673	395	439	76	58
1988	3,410	1,976	697	565	114	58
1989	3,343	2,206	434	591	37	75
1990	3,685	2,236	663	718	52	16
TOTAL	**77,355**	**60,406**	**9,622**	**4,881**	**2,151**	**281**

Chart shows number of vehicles.

U.S. Public Transit Continues Rapid Growth

Calendar Year	Number of Transit Systems	Total Transit Vehicles Owned and Leased	Vehicle Miles Operated (Millions)	Unlinked Passenger Trips (Millions)
1945	29	14,609	-	-
1950	36	24,570	-	-
1955	39	22,011	-	-
1960	58	23,738	-	-
1965	88	29,592	-	-
1970	159	40,778	1,280	5,646
1975	333	51,964	1,706	6,275
1980	576	64,128	1,939	7,741
1985	1,435	79,443	2,496	8,335
1990	1,580	86,430	3,057	8,493

U.S. transit was a $14.8 billion industry in 1989. That's the amount public transit collected in revenue ($6.3 billion) and federal, state and local aid ($8.5 billion). The $14.8 billion total has climbed steadily every year since 1975, when it was $3.4 billion. However, the industry actually spent $18 billion in 1989. The difference between revenue and expenses is due to several factors including bookkeeping methods. Passenger revenue was 37 percent of total revenue in 1989; in 1975 it was 54 percent. Uncle Sam provided 5.9 percent of operating assistance in 1989. That percentage has fallen steadily since 1980, when the federal government provided 17.3 percent. The U.S. transit agency fleet had 96,726 passenger vehicles in 1989 including 60,250 buses, 755 light rail, 10,506 heavy rail, 4,472 commuter rail, 725 trolley buses and 18,942 demand response vehicles. Data in the chart is for all systems owned by governments or authorities and those managed by private companies under contract to governments and authorities, and excludes some smaller vehicles. Data before 1985 excludes commuter railroads, urban ferry boats (21 systems in 1990), demand response and some systems in non-urbanized areas. SOURCE: APTA.

Bus Production in Selected Countries

Year	Czech.	East Germany	France	Japan	Korea	UK	USA	USSR	West Germany	Yugo.
1965	1,381	NA	2,525	19,348	0	17,974	358	35,507	7,297	2,287
1966	1,372	NA	2,862	20,885	0	24,231	1,110	38,200	8,524	1,984
1967	1,551	NA	2,787	27,383	236	18,224	311	NA	8,868	2,745
1968	2,227	NA	2,733	38,598	942	18,537	637	NA	10,740	2,991
1969	2,527	NA	3,124	41,842	1,982	23,322	501	NA	12,713	2,750
1970	2,602	2,587	3,108	46,566	3,803	23,234	1,487	47,363	14,692	4,493
1971	2,779	NA	3,554	34,596	3,063	26,518	2,521	49,400	12,245	3,144
1972	2,852	NA	3,262	33,809	2,581	30,163	36,376	52,000	15,059	6,602
1973	3,014	NA	3,596	41,291	3,494	30,436	42,348	56,000	15,940	4,328
1974	2,052	NA	3,764	45,819	3,945	33,667	46,143	61,000	18,476	4,154
1975	2,225	2,465	3,396	38,105	3,808	35,643	32,012	66,994	19,218	5,040
1976	NA	NA	3,790	42,139	3,468	33,176	31,110	70,058	20,112	4,368
1977	NA	NA	3,165	48,496	5,453	27,633	28,276	74,610	18,310	5,109
1978	2,854	NA	3,683	56,119	7,279	23,042	28,485	77,386	14,585	5,401
1979	3,401	NA	3,329	82,581	12,307	25,531	33,301	79,200	16,040	6,178
1980	3,678	2,870	3,084	91,588	12,053	21,572	38,669	85,200	17,355	4,933
1981	3,015	3,041	2,816	102,835	13,358	12,444	31,813	86,900	17,108	4,151
1982	3,662	2,469	2,610	66,990	20,931	13,107	25,372	85,700	14,150	3,880
1983	3,150	NA	2,566	55,948	25,594	15,616	31,853	86,000	13,271	4,083
1984	3,240	1,600	2,633	72,209	26,554	16,499	38,013	85,400	9,461	3,774
1985	3,386	1,695	2,987	79,591	29,090	16,027	35,267	86,100	10,867	4,649
1986	3,539	1,626	2,822	42,342	36,386	12,300	42,584	84,000	10,633	5,103
1987	3,350	1,626	2,556	49,987	56,431	13,995	42,511	90,000	9,474	4,943
1988	3,344	1,790	2,434	57,413	68,904	16,500	44,209	85,000	10,297	4,734
1989	3,201	NA	2,679	7,179	80,181	14,858	44,051	88,800	9,873	4,914
TOTALS	**96,262**	**21,769**	**24,448**	**80,365**	**420,921**	**544,269**	**669,318**	**1,570,818**	**335,308**	**106,738**

The 10 selected countries reported 3.8 million buses manufactured from 1965 to 1989. For the United States, figures for 1965 through 1971 are for public transit buses only; figures for 1972 through 1977 include public transportation and school buses; figures for 1978 through 1989 include public transit and school buses and motorcoaches. SOURCE: Motor Vehicle Manufacturers Association of America Inc., UMTA, foreign national associations, METRO Magazine, SCHOOL BUS FLEET magazine and other sources.

NOTE

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PUBLICATION HAVE BEEN FILMED

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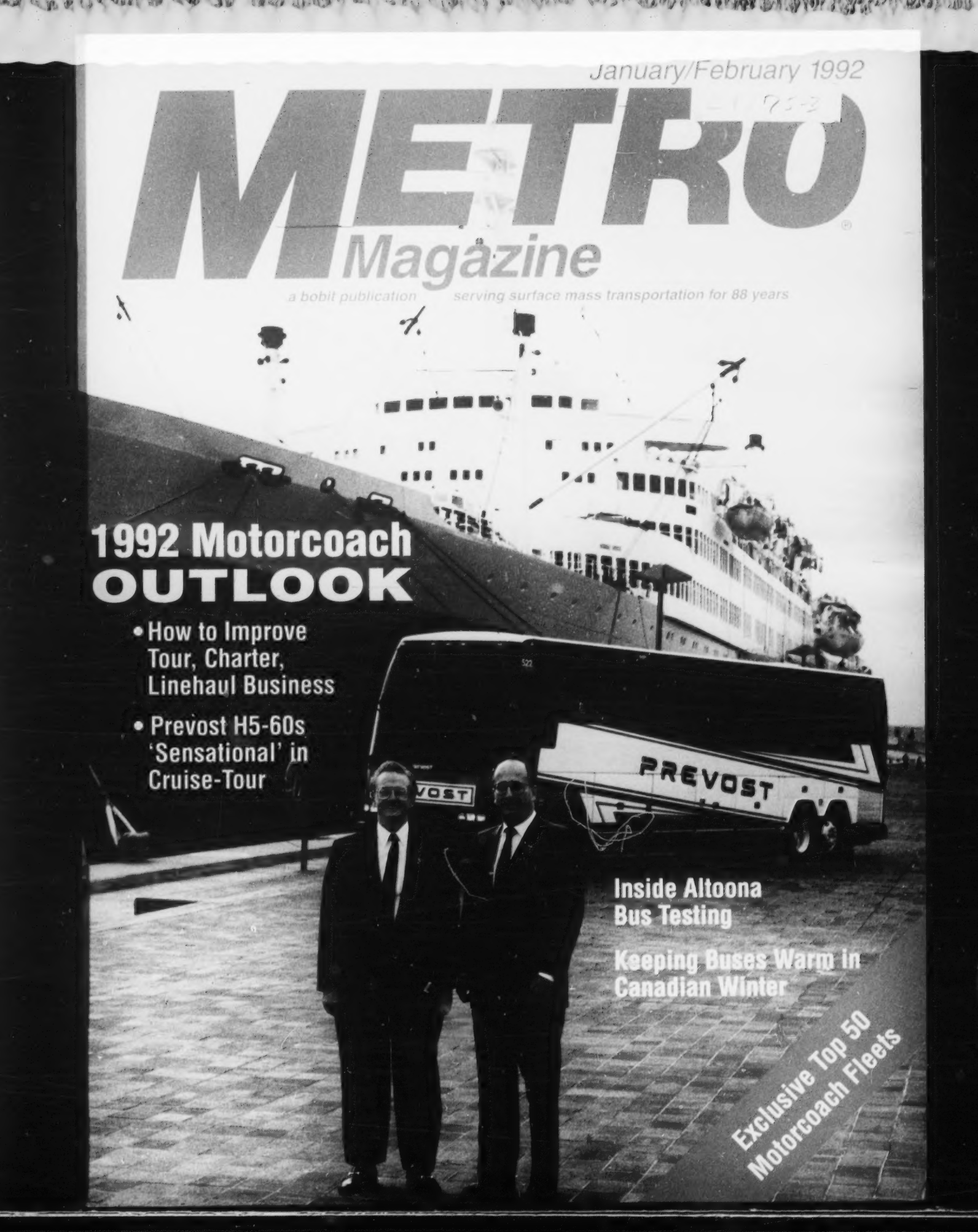
January/February 1992

METRO Magazine

a bobit publication serving surface mass transportation for 88 years



1992 Motorcoach OUTLOOK

- How to Improve Tour, Charter, Linehaul Business
- Prevost H5-60s 'Sensational' in Cruise-Tour

Inside Altoona Bus Testing

Keeping Buses Warm in Canadian Winter

Exclusive Top 50 Motorcoach Fleets

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BOBIT PUBLISHING

Vol. 88 No. 1

How to boost motorcoach profit 8

Prevost finds success in Yukon 22

Keeping buses warm in winter 26

Cover photo by Serge Tremblay of A. Kirk Lanterman (left), president and CEO of Holland America Line-Westours Inc., and Andre Normand, president and CEO of Prevost Car Inc.

JANUARY / FEBRUARY 1992

Features

8 **Motorcoach Operators Find Ways to Boost Profit**
Bus companies keep ahead with new ideas for tours.

18 ***METRO's* 1992 Top 50 Motorcoach Fleet Survey**

22 **Prevost Coach Helps Set Record Tour Season**
H5-60s hook up with railcars, cruise ships.

26 **New Facility Stores Buses Outside in Winter**
Mississauga Transit saves money.

28 **New Heater, Air Conditioner Options Available**
Technological advances improve performance.

32 **New Bus Testing Rules May Ease Manufacturers' Worry**
Altoona program to get clearer definitions.

37 **Reauthorization Gives Transit $31.5 billion**
Bush signs bill after long lobbying effort.

Departments

Letters 4
News 6
New Products 38
Transactions 41
People 42
Advertisers' Index 43
Classified Ads 43
Publisher's Perspective 44

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Motorcoach Operators Hustle, Find Ways to Boost Profit

Private bus companies keep ahead with new ideas for tours, linehaul, charters and freight.

BY LENNY LEVINE

Although that ribbon of highway coursing through the soul of motorcoach operators historically has been littered with roadblocks, they are finding ways to break through.

More roadblocks are being added; fresh ideas knock them down and keep profit up. The outlook for 1992 is encouraging, industry insiders say. But it requires some hustling. Here's what can be done.

"Things look more positive now than they did at the start of 1991," says George T. Snyder, executive vice president and CEO of the American Bus Association (ABA). "There's no Persian Gulf crisis, for one thing. Sure, some operators have folded up their tents, for many reasons. But those with more ingenuity" are staying afloat.

Snyder says a trend in the industry is that tour operators are finding more success with shorter trips — three or four days — than they had been with trips of seven to 10 days. He also sees opportunities for more coach travel to Mexico and Canada and a big opportunity for many coach operators at a big event later this year. More on that later.

When he was in diapers, back in the mid-'50s, Leon Pierce's folks fashioned him a crib in the luggage rack of an old Flxible.

That way they could babysit while making linehaul runs on the plains of North Dakota for Lake of the Woods Bus Line. The company had been around since 1921.

In April 1955 Leon Pierce (top) in the arms of his mother, Luaine, was already familiar with buses. With them is his godmother, Ruth Gallagher. Today (right) he runs the company.

There are opportunities for motorcoach operators — and motorcoach builders — resulting from the new surface transportation reauthorization bill.

"The 45-foot buses (allowed now in all states under the bill) will be a boon for owners and builders," says Wayne Smith, executive director of the United Bus Owners of America (UBOA). "We did well in the new bill."

Smith says other portions of the bill benefiting the coach industry are that the diesel gas tax remains intact and the $20 million allocation for rural transportation.

He also notes limousine companies are buying more buses. "The guys who didn't have buses are buying minibuses," Smith says, "and the guys who had mini-buses are now buying coaches."

When he was several years removed from his luggage-rack crib, Leon Pierce remembers being up at 10 at night with his dad repairing buses.

"We'd fix all night, drive all day," Pierce says. "We had old Flxibles back then. Couldn't afford to buy a new one. So we had to buy somebody else's worn out one. We'd fix it for three months before we could drive it."

The ABA's Snyder expects the "paperwork mess" coach operators face getting insurance to run tours in Mexico to be resolved by mid-year, easing travel in that country.

And "there have been no problems lately in Canada," Snyder says. "Entrance and exit has been easy. We got a lot of concessions on the (Canadian) Goods and Services Tax. It's now a small percentage of our costs. The

Canadian government bent over backwards for us on that one."

Snyder notes one huge opportunity for motorcoach tours this year is AmeriFlora '92, April 20 to Oct. 12 in Columbus, OH, celebrating the 500th anniversary of the city's namesake's first trip to the New World. The event will be on 88 acres with theme gardens, waterfalls, lagoons, exhibits from 15 nations, music, entertainment, shopping bazaars and food from around the world.

Snyder says shorter trips are successful

"It's a World's Fair," Snyder says. "Three million to four million visitors are expected in 180 days, but it should be five million to seven million if it's properly promoted."

Snyder calls the event "a hidden bright spot that people don't know about." ABA members have already bought 50,000 tickets to the event, he says, and it really hasn't been promoted yet. If experiences from similar past events hold true, two million could end up going to AmeriFlora by motorcoach, Snyder says. "It's a safe area of the country to be in," he says. "It will provide a lift for the motorcoach industry."

Lake of the Woods Bus Line became Highway 2 Express which became Star Bus Lines Inc. in Grand Forks, ND. It merged with Triangle Transportation Co. Inc., just across the Red River in East Grand Forks, MN. Leon Pierce, now 37, is still hanging around those buses. He just bought the business from his folks.

"Yeah, I'm the president," Pierce says. "I'm also the vice president, secretary and treasurer." He has 23 employees but still repairs buses himself, sometimes drives them and puts in 80-hour weeks, Saturday and Sunday included.

Moss is not growing under his feet or around his brain. Pierce has done things to improve his coach business and is working on others. "It's the '90s, not the '50s," he says matter-of-factly.

Stephen Sprague, UBOA's vice president for government affairs, says 1992 should open on a more positive note than 1991.

"A year ago coach operators found business (transporting troops)," Sprague says, but we paid more for fuel. In the first half of 1991 there was uncertainty about travel, but we don't face that now."

The recession, he says, "has been a mixed blessing for motorcoach people. The recession holds down travel, but people are finding better bargains in motorcoaches."

The biggest challenge facing motorcoaches this year, Sprague says, is that their prices "don't rise fast enough in relation to everything else. And that has been true for a couple of decades."

UBOA will try to enhance that image and help with marketing techniques, he says.

"We're asking operators to sit down with a worksheet and figure it all out ahead of time," Sprague says. "Do some cost analysis before setting prices. Coach operators have become accustomed to offering cheap travel to be competitive" when perhaps they didn't have to. The motorcoach is very competitive with other travel options, Sprague says.

Sprague says motorcoach travel is a bargain.

"We can expand our own standing in the community," he says. "Many operators are making sacrifices to offer luxury travel that is affordable."

"I guess what I've changed is that I've started working with tour companies," Leon Pierce says. "It has opened up doors for me.

"I now do motorcoach tours all over the United States. I've got some of Greyhound's old business. In the winter I run tours to Florida and Texas. In summer I run tours to the Canadian Rockies, Nashville, back East. These tours are up to 25 days. I pick up people primarily from Fargo and Grand Forks."

Should 45-Foot Coaches Be Legal in All States?		
Yes	No	No Opinion
77%	7%	16%

They got their wish. The question was asked of motorcoach operators by METRO Magazine in a survey done in cooperation with United Bus Owners of America while the new transportation reauthorization was still working its way through Congress. The bill allows 45-foot coaches in all states, superseding state laws which forbid them. They had been allowed in only about 17 states before.

Pierce has five GMs and five MCIs, two of them brand new. He ran 260,000 miles last year in charters, 630,000 miles in routes. One new route he recently developed has been successful.

Uncertainties have put parts of the industry on hold. UBOA's Sprague says the recession dampens equipment purchases, as does the government study due in two years on how motorcoaches must conform to the Americans With Disabilities Act.

Mexico, Sprague says, should be a boon to coach operators, especially early this year, and "it will take a handful of operators to prove that it works." Here's how it could work, Sprague says, for operators who want to give a "Third World experience" to their customers:

Some motorcoach operators near the border see themselves as "collectors." They can "fold" tours from elsewhere into one of their packages. An operator from Texas, say, could add that additional trip to Mexico for snowbird travel. He could work with another operator from, say, Minnesota.

Leon Pierce has taken over the depot in Grand Forks and begun a new route to Winnipeg, 150 miles away. He makes one round trip seven days a week.

"I need 14 people a day to make a little money on the trip," Pierce says. "We're getting a few more than 14."

When the new run began in the fall, Pierce did a lot of the driving himself. He has other runs, to places such as Bismarck, Minot, Duluth, Fargo, International Falls. He also runs many short tours into Minneapolis.

And he is working on a plan, a natural for his network, which he hopes will increase his profit margin. →

This year's *METRO Magazine* Top 50 Motorcoach Fleet Survey (page 18) reveals North American fleets slightly pared.

The Top 50 last year had 9,805 coaches. This year's total was 9,501. (Last year's survey included 51 coach companies because two tied for 50th place. This year's survey included 53 companies because four tied for 50th place.)

Much of the loss in the total number of buses of the 50 largest fleets this year can be attributed to Greyhound Lines Inc. — still in top spot with 2,381 coaches — but with 319 fewer than last year. Other companies in the Top 50 added coaches, others pared fleets. Those which had smaller fleets decreased a total of 687 buses. Those with larger fleets increased a total of 325 buses.

Companies responding to the survey say they plan to buy 259 buses this year, although most companies had not yet decided on bus purchases for 1992.

Last year's cutoff for the Top 50 was 62 buses; this year it was 56. But there are many more coaches out there.

The United States has about 67,000 private buses, according to Dan Hartman, special programs manager for the Federal Highway Administration. He says that figure is from state registration tabulations in 1985-86, but the figure is "pretty close to that today."

UBOA's Smith notes there are about 3,000 private bus companies. The "average fleet," he says, has five buses.

"The idea is to get volume up," Leon Pierce says. "I'm trying to increase my freight business."

His "freight" is a marketing idea he's working on. He calls it the "Triangle Busvelope."

"Look, I've got this network anyway," Pierce says. "My buses are going there anyway. The Busvelope will be the size of a manila envelope. I cover every major city in North Dakota. I can haul the Busvelope for $2.50, collect them at one of my 50 depots. I can compete with UPS. I can haul it everywhere I go. And for most of my system I can get it there the same day."

His 50 depots are the restaurants, drug stores and flower shops along his routes, although in the larger cities are small passenger terminals.

Pierce is sending out for bids on his project and mailing post cards to area business which could use his Busvelope.

"The buses are going there anyway," Pierce says. "If I can haul 200 Busvelopes..."

Major concerns of respondents to this year's Top 50 Survey were the

ABA publishes book on escorting tours

The American Bus Association has published a book to help those escorting coach tours.

A Coach Full of Fun — A Handbook for Tour Escorts is by Jeane S. Klender, who has led tours in the United States and Canada. The book has 193 pages.

For more information phone Mary Jo Shapiro at 202/842-1645.

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economy and government regulation. *METRO's* questionnaire asked: "Please tell us what the greatest challenge will be in 1992 for private motorcoach operators." Here's what some had to say:

"Competing with our public transportation provider (NJ Transit). They haven't raised their fares for two years and this places us in difficult competitive posture." — Frank P. Gallagher, Community Coach Inc., Passaic, NJ.

"Meeting the Clean Air Act standards. Maintaining the training and certification requirements on our mechanics. Rebuilding older coaches as an alternative to progressively decreasing capital equipment budget." — Marc Carroll, EG&G Idaho Inc., Idaho Falls, ID.

"With a shrinking market and declining rates, the greatest challenge is to have easily understood data, readily available, on our real cost to provide services. The current marketplace in Ontario is such that the risk is too high to live with any margin of error. I see these times as being educational." — Jim Devlin, Trentway-Wagar Inc., Peterborough, ON.

"Riding out the East Coast slump in economy; when unemployment rises, commuter passenger count drops." — George H. Carey Jr., Lakeland Bus Lines Inc., Dover, NJ.

"To continue the company's drive for better and better customer service and regain those passengers lost during Canada's worst recession in years." — Roger Pike, Greyhound Lines of Canada Ltd., Calgary, AB.

"Our greatest challenge will be overcoming the problems with the economy, as it deals directly with the dollars spent in the corporate markets for meetings and conventions." — Michael P. Solomon, Gray Line of Fort Lauderdale, Fort Lauderdale, FL.

"Yes, this year will be better than 1991," Leon Pierce says. "We're already working on it. Lots of tours are already booked."

"Look, you've got to get late-model buses," he says. "Good, clean equipment is a must." His new buses have VCRs.

He continues a legacy that for him began when he was in diapers and slept in a luggage rack. "My boys went on a charter with me one time and the little one slept up there," Pierce recalls. "The little one (now 11) still hangs around Dad some, but not as much as I did. When I was a kid there was no hockey. The kids are very busy now."

"My boys will go to college," Pierce says, but not into the bus business.

"I can survive," Pierce says, "but I've got to keep my nose to the grindstone." M

Coach operator donates use of buses

Pawtuxet Valley Bus Lines in West Warwick, RI, has donated the use of 15 buses so schoolchildren can participate in cultural events.

"Our intent at the outset was to give back to the students and the community at-large ... the opportunity to keep arts and culture a part of the curriculum," says Stephen Archambault, company vice president.

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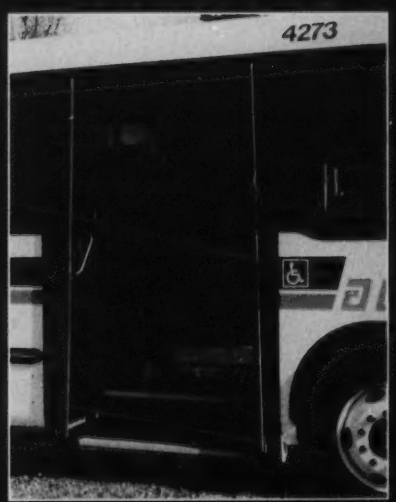

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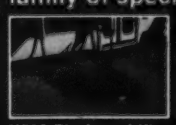
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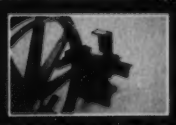
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METRO'S 1992 Top 50 Motorcoach Fleet Survey

RANKING 1992	1991	COMPANY NAME LOCATION	TOTAL COACH	LARGE COACH	SMALL COACH	ESTIMATED PURCHASE IN 1992	± 1991
1	1	Greyhound Lines Inc. Dallas, TX	2381	2381	0	-	-319
2	2	Academy Lines Inc. Hoboken,NJ	455	450	5	15	1
3	4	Robert's Hawaii Inc. Honolulu, HI	421	341	80	36	10
4	3	Greyhound Lines of Canada Ltd. Calgary, AB	395	395	0	25	-22
5	7	Shortline Companies Mahwah, NJ	325	250	75	-	75
6	5	Diversified Transportation Ltd. Edmonton, AB	300	280	20	0	0
7	8	Suburban Transit Corp. New Brunswick, NJ	264	204	60	3	32
8	6	Holland America Line-Westours Inc. Seattle, WA	262	247	15	5	7
9	9	Kerrville Bus Co. Inc Kerrville, TX	230	229	1	-	9
10	10	Gray Line of Fort Lauderdale Fort Lauderdale, FL	191	171	20	26	1
11	11	Blue Bird Coach Lines Inc. Olean, NY	185	120	65	-	0
12	12	Rockland Coaches Inc. Bergenfield, NJ	176	169	7	0	-2
13	15	EG&G Idaho Inc. Idaho Falls, ID	161	161	0	10	0
14	33	Lake Front Lines Brook Park, OH	157	107	50	20	65
15	16	Voyageur Colonial Ltd. Ottawa, ON	155	155	0	-	-5
16	13	Peter Pan Bus Lines Inc. Springfield, MA	150	147	3	15	-7
17	13	Command Bus Co. Inc. Brooklyn, NY	142	142	0	-	-20
18	21	Leisure Time Tours Mahwah, NJ	139	139	0	10	0
19	19	Antelope Valley Bus Inc. Lancaster, CA	135	124	11	8	-12
20	24	ATE Management & Service Co. Inc. Houston, TX	122	122	0	-	7
21	23	Pacific Western Transportation Calgary, AB	120	100	20	0	0
22	18	Shoup Buses Inc. Middlebury, IN	112	100	12	-	-38
23	29	K-T Contract Services Inc. Las Vegas, NV	110	110	0	-	14
24	34	TransHawaiian Services Honolulu, HI	103	88	15	20	11
25	14	Tour Coach Inc. Los Angeles, CA	103	101	2	0	-59

RANKING 1992	1991	COMPANY NAME LOCATION	TOTAL COACH	LARGE COACH	SMALL COACH	ESTIMATED PURCHASE IN 1992	+1991
26	36	Domenico Tours Inc. Bayonne, NJ	100	100	0	5	10
27	27	Mark IV Charter Lines Inc. Gardena, CA	100	100	0	5	0
28	20	The Gray Line of Victoria Ltd. Victoria, BC	99	44	55	1	-45
29	22	Keeshin Charter Service Chicago, IL	95	28	67	-	-30
30	28	Gray Coach Lines Inc. Toronto, ON	95	95	0	5	-3
31	31	Community Coach Inc. Passaic, NJ	94	94	0	0	1
32	47	Gray Line Tours of Southern Nevada Las Vegas, NV	94	59	35	-	29
33	35	A-1 Bus Lines Inc. Miami, FL	93	93	0	0	2
34	37	Lakeland Bus Lines Inc. Dover, NJ	90	90	0	0	0
35	32	Goodall's Charter Bus Service Inc. San Diego, CA	88	57	31	4	-5
36	39	Adirondack-Pine Hill Trailways Kingston, NY	87	85	2	-	2
37	46	Brewster Transportation & Tours Banff, AB	87	65	22	0	22
38	30	Plymouth & Brockton Street Railway Plymouth, MA	81	81	0	-	-15
39	41	Autocars Orleans Express Inc. Quebec, PQ	80	80	0	6	0
40	40	Jefferson Lines Inc. Minneapolis, MN	80	80	0	0	-4
41	43	Carolina Coach Co. Raleigh, NC	78	78	0	-	0
42	44	Trentway-Wagar Inc. Peterborough, ON	75	72	3	21	-1
43	26	American Sightseeing Tours Inc. Miami, FL	74	65	9	-	-34
44	45	TNM&O Coaches Inc. Lubbock, TX	73	70	3	7	3
45	25	Atlantic Express Coachways Staten Island, NY	71	70	1	-	-39
46	38	DeCamp Bus Lines Montclair, NJ	63	63	0	4	-25
47	49	Evergreen Stage Line Inc. Portland, OR	63	57	6	1	0
48	50	Saskatchewan Transportation Co. Regina, SK	62	59	3	-	0
49	48	Carl R. Bieber Inc. Kutztown, PA	61	59	2	-	-3
50	-	Trans-Bridge Lines Inc. Bethlehem, PA	56	54	2	6	10
50	-	Vermont Transit Co. Inc. Burlington, VT	56	56	0	1	8
50	-	Busco Inc., dba Arrow Stage Lines Norfolk, VA	56	56	0	-	4
50	-	Lamers Bus Lines Inc. Green Bay, WI	56	46	10	-	2

Reauthorization Gives Transit $31.5 Billion Over 6 Years

Bush signs bill after long lobbying effort. Funding is up 40%. Private coach industry reaps benefits. Jobs are underwritten.

Transit's Christmas list was fulfilled as President Bush signed the surface transit reauthorization bill late last year.

It provides $31.5 billion for transit over six years, an average of 40 percent more than the FY 1991 federal authorization and a 64 percent increase over comparable FY 1991 appropriations.

"The $31.5 billion in transit funds will underwrite nearly 380,000 full-time jobs during each of the next six years," says Jack R. Gilstrap, executive vice president of the American Public Transit Association (APTA).

"In addition, business stands to benefit from almost $100 billion in new revenue because of that investment. At the same time, these funds will help the nation to rebuild its neglected transit systems and reverse a decade of neglect that has seen our national productivity and international competitiveness plummet."

The bill gives local and state officials broad authority to use highway funds for mass transit projects, shifting much of the money that previously had been spent on highways. Still, the overall transportation bill authorizes $119.5 billion for highways over six years.

45-foot coaches allowed

The bill also has benefits for the private motorcoach industry. One battle, long waged, has been won, allowing 45-foot coaches in all states.

The new law also earmarks about $15 million a year of Section 18 rural money for intercity bus programs, and maintenance of the Urban Mass Transportation Administration charter bus regulation. The diesel gas tax remained intact for motorcoach people, despite threats during the bill's trip through Congress that it would be increased.

Federal Funding For Transit

Fiscal Year	Amount Authorized
1992	$3.6 billion
1993	$5.2 billion
1994	$5.1 billion
1995	$5.1 billion
1996	$5.1 billion
1997	$7.2 billion

"We came out well," says Wayne Smith, executive director of the United Bus Owners of America.

David Raphael, executive director of the Community Transportation Association of America, says, "Reauthorization was very good for transit generally, and especially for the segment we're concerned with (smaller operators)."

Reauthorization has benefits for high-speed rail. The bill earmarks $725 million for developing maglev, as much as $1 billion in government loans to finance construction of high-speed steel-wheel systems, $50 million in demonstration grants and $25 million for research and development with industry. It also permits maglev to use highway rights-of-way where federal funds have been invested, where it can be done without impairing motorists' safety.

"The legislation will help people who want to ride modern trains, researchers designing new magnetic levitation trains, contractors ready to build existing high-speed train technologies and communities seeking to spur economic development," says Robert K. Pattison, chairman of the High Speed Rail Association.

Manufacturers helped

The bill will help bus builders. It "should have a very positive impact on our ElDorado National bus operations because it reorients U.S. transportation policy towards mass transit and ride-sharing," says Wade F.B. Thompson, chairman of Thor Industries, ElDorado National's parent.

"It has been a grueling, grueling effort," says Rep. Robert A. Roe, D-NJ, chairman of the conference committee that produced the final version of the bill.

Indeed, it had also been a grueling effort for public transit, which lobbied long and hard for the bill. APTA and America's Coalition for Transit NOW coalesced business and other groups in a concerted effort long before the bill was introduced in Congress.

"The legislation will help people who want to ride modern trains."

—Robert K. Pattison
High Speed Rail Association chairman

They continually lobbied legislators, ran promotional campaigns and got the American public to think more about the benefits of transit, clean air and less pollution.

The theme that traveling alone in a car was bad for all of us caught on, making many motorists feel guilty. M

NOTE

Some charts and graphs were color-coded in the original document. While it has not been possible to reproduce these items in color, their equivalent values on the black-and-white scale are often distinct enough to convey the same information as the original colors.

March/April 1992

METRO Magazine

C1575-3

45-Foot Motorcoaches Debut

Can Diesel Measure Up to New Emission Standards?

'Buy Los Angeles!'

LACTC's Neil Peterson's New Goals For Creating Local Jobs

BUS INDUSTRIES OF AMERICA IS READY FOR NEW ROUND OF BUS BIDDING

METRO Magazine

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MARCH / APRIL 1992

Vol. 88 No. 2

Features

Exclusive *METRO* Interview 18
Neil Peterson outlines L.A.'s new transit goals.

Buses Bear Brunt of Cleaning Nation's Air 24
Alternate fuels, particulate traps and new technology grow.

Bus Industries of America Girds for Transit Bids 33
Canadian-U.S. manufacturer diversifies.

***METRO* Survey Profiles Motorcoach Companies** 36
Sixty-one companies share revenue and operating data.

Bus Expo '92 Ushers in Era of 45-Footers 41
Robert Pounders receives METRO Magazine's Industry Achievement Award.

Reauthorization Means Many Jobs 43
From motorcoaches to maglev, everyone has an opportunity.

New Orleans Renovates 35 Thomas Streetcars 46
World's oldest continuously operating streetcar line carries 7.2 million passengers yearly.

Departments

Letters	4
News	6
Calendar	49
New Products	50
People	54
Transactions	54
Classified Ads	55
Advertisers' Index	55
Publisher's Perspective	56

Cover photo by David Perry of a 40-foot Orion CNG bus at Pierce Transit in Tacoma, WA.

METRO ISSN (0162-6221) is published bi-monthly with extra issue in October, by Bobit Publishing Company, 2512 Artesia Boulevard, Redondo Beach, California 90278. The contents of this publication may not be reproduced either in part or whole without consent of Bobit Publishing Company. Please address ALL correspondence to the Editorial and Executive Offices at 2512 Artesia Boulevard, Redondo Beach, California 90278. Please address all subscription correspondence to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Subscription prices: $25 per year; $34 for two years. Single copy $4, $25 for Fact Book. Canada $30 per year; $41 for two years. Foreign $38 per year, $51 for two years. Second Class postage paid at Redondo Beach, CA 90278-9988 and at additional mailing offices. POSTMASTER: Send address changes to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Affiliated Publications: Automotive Fleet, Canadian Automotive Fleet, Auto Rental News, Bedroom, Business Driver, Contemporary Orthopaedics, Contemporary Surgery, Fleet Financials, Installation News, Limousine & Chauffeur, Nails, School Bus Fleet, Security Sales, Showcase USA and Sound Challenge.

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Large intercity bus carriers' income is up 46%

Revenue and earnings of 10 of the largest intercity bus companies rose during the quarter ending Sept. 30 from the same period in 1990, according to the Interstate Commerce Commission (ICC).

That was due to the "improved operating results of Greyhound Lines Inc. and nine regional bus companies," the ICC said. Those 10 companies account for about 90 percent of total revenue generated by Class I intercity bus companies.

Net income for the 10 carriers for the quarter was $18.9 million, up 46 percent.

Operating revenue was $250 million, up 2.9 percent. The carriers had 7.7 million passengers, down 5.1 percent.

Bush names Card transportation chief

Andrew H. Card Jr. has been chosen by President Bush to be secretary of transportation.

CARD

If confirmed by the Senate, at which hearings are pending, he would succeed Samuel F. Skinner, who became White House chief of staff.

Card, 44, has been White House deputy chief of staff three years. He was a Massachusetts legislator from 1974 to 1983, and ran for governor in 1982.

Bombardier acquires UTDC assets

Bombardier Inc. of Montreal has acquired the mass transit assets of UTDC for about $33 million.

That includes assumption of liabilities of about $20 million and cash payment of $13 million.

UTDC operates rail transit equipment manufacturing facilities at Thunder Bay and Kingston, ON. It will become a part of Bombardier's Transportation Equipment Group.

St. Louis company has world coach tours

Travellers International of St. Louis has expanded its European motorcoach tours and is offering 53 itineraries to Britain, the Continent, Africa, the Middle East, Latin America and the South Pacific.

The company, which has been running motorcoach tours in Europe for Americans for 26 years, is promoting its packages with a cross-country trip by one of its Kassbohrer Setras. The trip winds up in New York City March 19 and 20.

Belcaster replaces Savage in Chicago

Robert Belcaster has been appointed managing director of the Chicago Transit Authority.

The CTA board had earlier accepted the resignation of Alfred H. Savage, who had been the agency's executive director since May 1990.

Belcaster, 52, is former managing director of Tishman Speyer Properties, which owns or manages real estate nationally and key properties in downtown Chicago. He is a member of the Chicago Housing Authority Board and has served on many other community and business organizations.

Tour group gets coach auction donation

ABC Bus Companies Inc. of Faribault, MN, has donated $37,000 to the National Tour Foundation (NTF), a nonprofit group.

The money was from the proceeds of the auction of a 1991 Van Hool T-800 motorcoach, valued at $240,000, at the NTF Annual Conference in Cleveland. The funds donated were the proceeds above $199,000 that the coach brought at the auction.

UMTA changes name to FTA

The Urban Mass Transportation Administration (UMTA) has changed its name to the Federal Transit Administration.

That reflects objections by rural legislators and others to the word "urban," which did not take into account non-urban transportation needs. Programs and personnel at the agency remain the same. →

1992 Top Motorcoach Fleet Gainers

Company/Location	% Buses Above '91	No. Buses Above '91
1. Shortline Companies, Mahwah, NJ	30	75
2. Lake Front Lines, Brook Park, OH	71	65
3. Suburban Transit, New Brunswick, NJ	14	32
4. Gray Line Tours of S. Nevada Las Vegas, NV	45	29
5. Brewster Transportation & Tours Banff, AB	34	22

Chart shows gain in percentage and number of buses from 1991 to 1992 of American and Canadian private motorcoach fleets as listed in METRO Magazine's Top 50 Motorcoach Fleet Survey in the January/February issue. The top five gainers increased fleet size a total of 223 buses.

Exclusive *METRO* Survey Profiles Private Motorcoach Companies

Sixty-one companies share revenue and operating data. Average American 40-foot coach earns $110,244 a year.

By Lenny Levine

The average American private motorcoach operator spends $12,015 a year to maintain a 40-foot bus, charges customers $2.01 a mile to use it and that bus produces $9,187 in monthly revenue.

Those figures are the results of a *METRO Magazine* survey of private bus companies.

The survey further paints a picture of that average American coach operator. It reveals his bus preference, pay for drivers, annual mileage and age of his buses. It also paints his buses white, the color mentioned most often in the survey. And — even though times are tough in a historically tough business — he likes his job.

Bus drives 63,446 miles a year.
Has been in business 27.1 years.
40-foot bus costs $31.57 an hour to run.
Bus is 8.1 years old.
Has 8% chance of having union drivers.
Average American Motorcoach Fleet

Numbers are calculated from averages per fleet.

The survey was done in cooperation with United Bus Owners of America. UBOA inserted the one-page questionnaires in about 1,000 copies of its newsletter mailed to members. The survey included a postage-paid cover addressed to *METRO*. Sixty-one responded. Some did not answer all 20 questions, but the cross-section of operators from around the nation took pains to probe their businesses for us.

67 percent to buy buses

The companies in the survey own 1,456 buses, for an average fleet size of 24.2 buses. Fleet size ranged from one to 155 buses. Wayne Smith, UBOA executive director, notes that the nation's 3,000 private bus companies probably average five buses per fleet. Of the 61 respondents to our survey: three have one bus; 10 have two to five buses; 27 have six to 25 buses; 20 have more than 25 buses; and one did not say.

Sixty-seven percent of the companies plan to buy at least one motorcoach in the next 12 months.

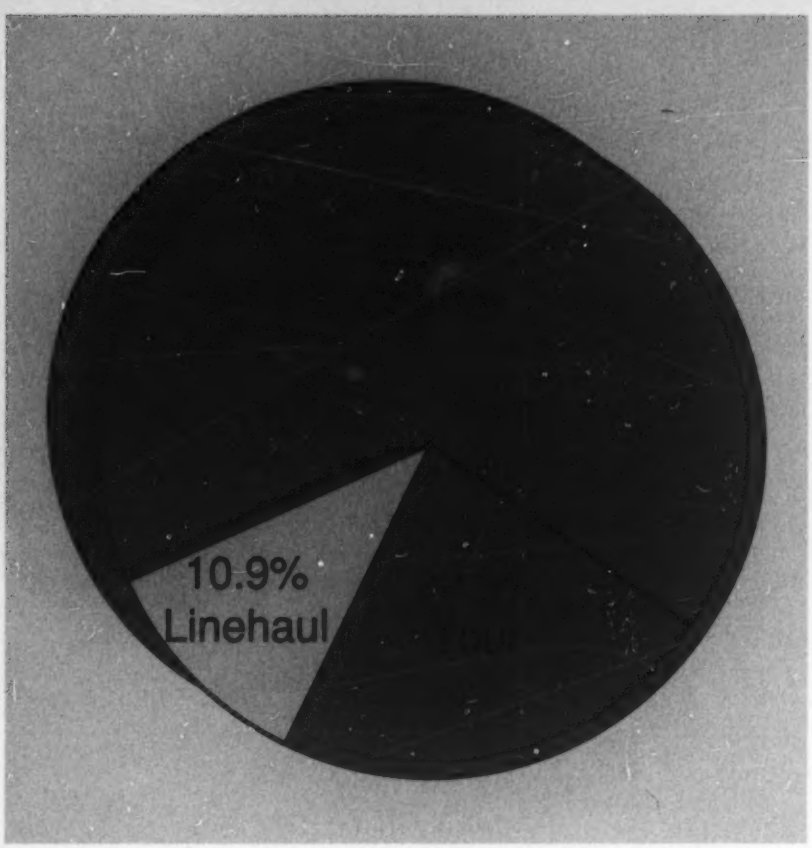
(The survey includes some of the nation's larger private fleets. According to *METRO*'s Top 50 Motorcoach Survey published in the January/February 1992 issue, operators made that list if they had 56 coaches. This survey gives a nitty-gritty picture of the private bus business in that it also includes many small operators.)

Average age is 27.1 years

Collectively, the 61 operators in this survey have been in business 1,656 years, an average of 27.1 years. The range is two months to 90 years.

The $2.01 per mile fleet average charge to customers for a 40-foot bus has a range of $1.60 to $2.60 a mile. Many respondents listed their charges by the hour, several hours or by the day and were not computed.

The fleet average monthly revenue of $9,187 ($110,244 a year) for a 40-foot coach was computed from a range of $1,000 to $20,000. Some operators could not supply a monthly



Amount of time fleet buses spend in various activities. Only 16 of 61 respondents provide linehaul service.

figure or listed revenue for prime months only and were not computed in the average. Many operators rounded off the monthly revenue in thousands or hundreds of dollars. Some had it down to the dollar.

Fleet buses in the survey spend an average of 64.8 percent of their time on the road: 66.6 percent of that time in charters, 22.5 percent in tours and 10.9 percent in linehaul. While every company reports doing charters, only 16 of the 61 respondents provide linehaul service.

The fleet average is 63,446 miles per bus per year.

Sounds pretty good. Buses are on the road a lot, not in the garage. Each bus brings in far more money than the average American wage earner. But there are expenses. And more expenses.

Expenses range widely

It costs fleet operators an average $31.57 an hour to keep a 40-foot coach on the road. That figure reflects a wide range. The lowest was an operator who said it costs him $15 an hour, and there are a number in the $20 neighborhood. In the most expensive neighborhood is $79.39 an hour to keep a 40-footer on the road.

The yearly fleet average maintenance cost for 40-footers of $12,015 — much of it for labor, according to those who broke down their costs — also reflects a large range. The lowest was $1,500 a year, the highest, $30,000. Some respondents have it calculated to the dollar. Others have estimates. Many were within a few thousand dollars of the average.

"Inspectors are now making more stops at small companies and roadside stops are more frequent."
—Wayne Smith
UBOA executive director

The average fleet wage paid to drivers is $8.14 an hour. The range is $5 to $14.25 an hour. A number of respondents say they pay drivers by the mile and were not counted in that part of the survey. Five of the 61 operators say they have union drivers; a sixth is negotiating.

The average fleet age is 8.1 years. Respondents say they expect to buy 83 buses within the year.

The tough private bus business will continue to get tougher.

"Maintenance costs will go up, and fleet sizes will grow as companies merge," says UBOA's Smith.

And the private operator can also look forward to more government regulation — and enforcement, he says. "Inspectors are now making more stops at small companies and roadside stops are more frequent," says Smith. He also notes that it's difficult for a small company to keep good drivers.

Popular buses listed

So much for the hard numbers of running a bus business. We asked private motorcoach operators for their preferred brand of motorcoach. The winner, hands down (or up), with 39 votes, is MCI and MCI/TMC.

Other vote-getters are: Prevost, 13; GM, 2; and Eagle, Neoplan, Setra and Van Hool, one each. One operator in New York state answered the question thusly: "Who knows!"

We asked operators to list their bus colors. The winner, with 37 votes, is white. Many of the operators list several colors, reflecting their multicolored outside paint jobs. The other colors listed are: blue, 28 votes; red, 22; green, 11; orange, 8; black, yellow and silver, 7 each; gold, 6; gray, 5; tan and burgundy, 2 each; and cranberry, turquoise, brown, purple and rust, one each.

When asked: "Are alternate-fuel buses in your future?" eight of the 61 operators answer "yes." The question brought a variety of responses. There are several "possiblys" and "maybes." And there are these responses: "Guess so!" "Not if I can help it." "Who knows." "No. I hope not." "Only when they have to be." "Will there be a choice?"

And we asked America's private coach operators how they feel about the business they're in. They feel

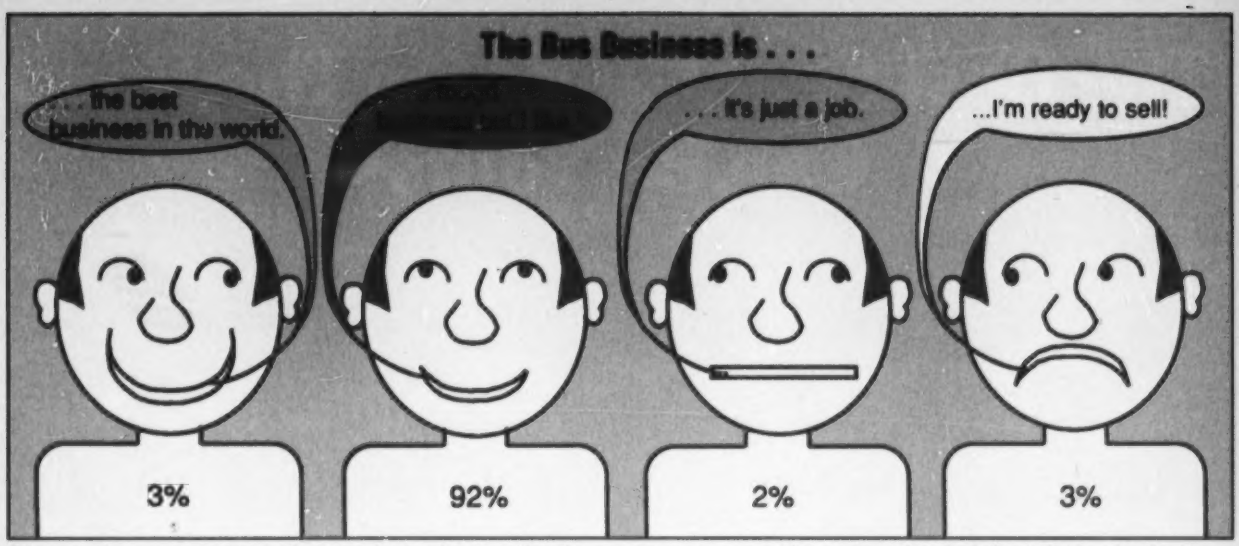


Diagram shows percentages of respondents who gave the above answers to a question on how they feel about the bus business.

pretty good about it.

We gave four somewhat subjective choices to answer Question 16, "The bus business is . . ."

1. **"The best business in the world."** Two people checked the box for that one.

2. **"A tough business, but I like it."** The winner, by far, with 54 check marks.

3. **"It's just a job."** Only one vote here.

4. We don't want to violate our pledge at the top of the questionnaire which said "individual survey information will be kept strictly confidential," but somewhere out there are two unhappy campers with 39 buses between them who checked off the fourth answer for Question 16, one of whom circled it and added four exclamation points: **"I'm ready to sell."** Ⓜ

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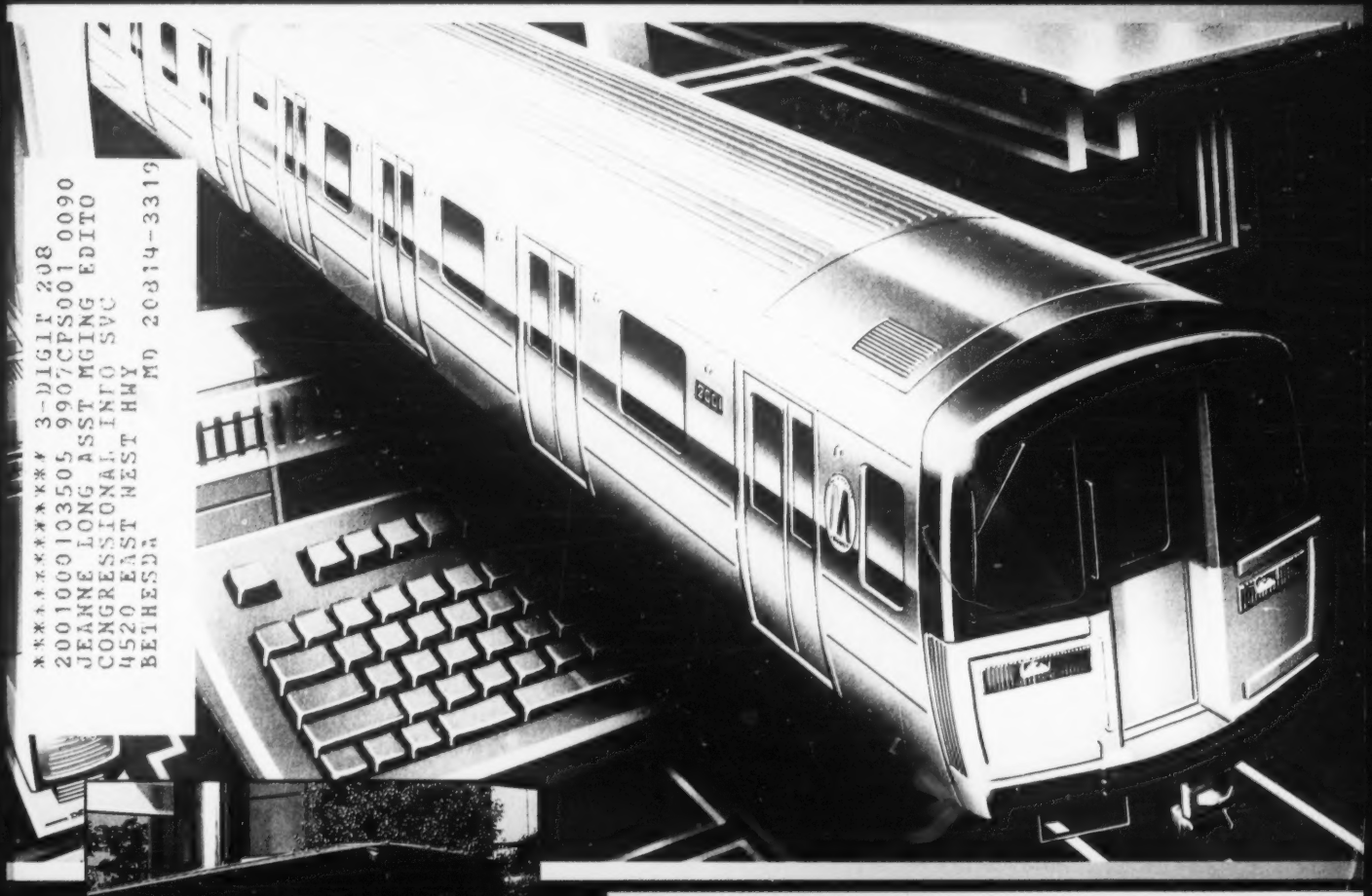
METRO's Exclusive Transit Manager Survey

May/June 1992

METRO Magazine

a bobit publication serving surface mass transportation for 88 years

Rail Transit: One-Half Trillion Dollars This Decade?



METRO Award-Winner Builds First-Class Motorcoach Business

APTA Head Criticizes Bush Administration:

'Our country's transportation policy supports the single-passenger vehicle.'

METRO Magazine

a bobit publication serving surface mass transportation for 88 years

MAY / JUNE 1992
Vol. 88 No. 3

16

Morrison Knudsen finishes work on an NYCTA car.

Departments

Letters	4
News	6
Calendar	50
New Products	57
People	61
Advertisers' Index	63
Classified Ads	63
Publisher's Perspective	64

On the cover: *Bombardier's prototype R-110B rapid transit car for the NYCTA. An MCI coach from Winn Bus Co. Inc. in Richmond, VA.*

METRO ISSN (0162-6221) is published bi-monthly with extra issue in October, by Bobit Publishing Company, 2512 Artesia Boulevard, Redondo Beach, California 90278. The contents of this publication may not be reproduced either in part or whole without consent of Bobit Publishing Company. Please address ALL correspondence to the Editorial and Executive Offices at 2512 Artesia Boulevard, Redondo Beach, California 90278. Please address all subscription correspondence to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Subscription prices: $25 per year; $34 for two years. Single copy $4, $25 for Fact Book. Canada $30 per year; $41 for two years. Foreign $36 per year, $51 for two years. Second Class postage paid at Redondo Beach, CA 90278-9988 and at additional mailing offices. POSTMASTER: Send address changes to Metro Magazine, P.O. Box 1939, Marion, OH 43305-1939. Affiliated Publications: Automotive Fleet, Canadian Automotive Fleet, Auto Rental News, Bedroom Business Driver, Contemporary Orthopaedics, Contemporary Surgery, Fleet Financials, Installation News, Limousine & Chauffeur, Nails, School Bus Fleet, Security Sales and Showcase USA.

Features

N. American Rail Transit Could Mean One-Half Trillion Dollars This Decade 16
New systems due. Manufacturers expand.

APTA Head Challenges Bush Administration 22
'We have a national transportation policy... to promote the single-passenger vehicle.'

He Turns Chicken-Bone Bus Line Into First-Class Motorcoach Company 28
Pounders is a coach promoter-innovator.

***METRO* Survey Profiles Transit Managers** 34
Most have at least a bachelor's. Typical pay is $48,000.

Seat Products for Bus, Coach, Rail 38
Manufacturers expand options.

Vegetable-Oil Fuel to Be Tested 44
Biodegradable Diesel-Bi runs in unmodified diesel engines.

Transit Buying Is at All-Time Low 45
Turney tells APTA some suppliers could fail.

Subway Customers Give High Marks to AFC 47
Cubic system will also be in NYCTA buses.

New Agency Cuts Costs 43% 48
Foothill privatization helps keep costs down.

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Sabre builds 30- to 45-foot luxury coaches in Wisconsin

Sabre Bus and Coach Corp. of Lancaster, WI, is building a series of luxury coaches 30 to 45 feet long.

All body parts and most mechanical components will be interchangeable among the models, except axles and engine of the 30-foot coach.

Sabre says the coaches will be suitable for luxury tours, linehaul and charter. Aluminum skins will be bonded to the sides and roof. Side thermopane windows form a polyvinylbutalate sandwich between the glass, aiding heating, air conditioning and sound-proofing. The Cummins L10 engine will be coupled to a Fuller CEEMAT transmission. Heavy-duty terminal blocks are used to distribute power from four Group 31-PHD batteries. Lighting circuits are divided into left and right banks to prevent total failure in case of malfunction.

Sabre says it will deliver most parts within 24 hours; if it takes more than 48 hours, the part is free.

The company first entered the luxury coach market in the late '70s, and introduced its 350T high-deck coach. The company says: "There is a unique philosophy at work at Sabre, and the most noticeable factor is the sheer absence of managers, shop foreman and quality-control persons. Every single person who works with Sabre is part of a team...and is personally responsible for his or her part of the production...If costs get too high or money is wasted, each person knows that it comes out of everyone's pocket, not just management."

Lockheed, AT&T pursue IVHS market

Lockheed Corp. and AT&T have announced a business alliance in the "intelligence" transportation market to include Intelligent Vehicle Highway Systems.

The new venture expects to bid soon on new projects, according to Lockheed spokesman Lloyd Kaplan, who noted that vehicle miles traveled yearly on U.S. highways are expected to increase by 80 percent to 3.8 trillion by the year 2020. →

Thomas launches second mobile classroom

Thomas Built Buses has launched its second mobile training center. It is a custom-equipped Thomas MVP coach with VCR, projector and theater. It seats 21. The bus is powered by a Cummins 6B 230-horsepower engine with an Allison MT643 transmission. Drive axles and brakes are by Eaton. The first mobile training center has visited more than 800 locations in 35 states and eight Canadian provinces. More than 2,300 mechanics have participated in training.

Metro Almanac

Number of U.S. transit systems in 1990

1,580

(APTA)

Number of U.S. transit vehicles in 1990

86,430

(APTA)

Number of trips taken on U.S. public transportation in 1990

8.9 billion

(APTA)

Number of privately owned motorcoaches in U.S.

67,000

(FHWA)

Number of motorcoach operators in U.S.

3,000

(United Bus Owners of America)

Only state capital without mass transit

Santa Fe, NM

(METRO Magazine)

Annual number of U.S. rail passengers

1.8 billion

(National Transportation Safety Board)

Amount that vehicle traffic will increase over the next 15 years

300 percent

(U.S. General Accounting Office)

Number of football fields that could be plowed at once if the Minnesota Department of Transportation's snow plows were lined up

30

(MnDOT)

In one of the largest contracts ever let, Morrison Knudsen manufactured 752 New York City Transit Authority R46 transit cars to state-of-the-art specifications using new and recycled components.

N. America Rail Transit Could Mean One-Half Trillion Dollars This Decade

New systems due, manufacturers expand, technology soars.

Passsenger rail, long the anemic anomaly of the North American transportation family, is getting a transfusion.

The plasma is a mixture of money, technology and the realization that automobiles — especially those with only one rider — are a disease to the transportation body.

Rail technology advances faster than a speeding bullet train. North Americans are finally beginning to accept the notion that pollution spewed from autos is choking Earth. And money — perhaps one-half trillion dollars this decade — is ushering in a renaissance of rail travel.

The American Public Transit Association (APTA) estimates that $154 billion is needed this decade for rail capital and operating costs for 43 major U.S. transit agencies it surveyed. At least 40 more rail systems are in various stages of planning and construction in North America, and APTA estimates, conservatively, that could double that figure for this decade. A few smaller U.S. systems were not counted. Six Canadian systems estimate $16 billion in expenses for the decade; Amtrak estimates $17 billion. Commuter rail is sprouting all over the landscape. There are the high costs of rights-of-way. Constant inflation pushes up all costs.

It's a lot of money. And there's more. New buses will be needed to bring passengers to new rail lines. Rail attracts commerce and creates jobs.

High-speed market grows

The High Speed Rail Association estimates its market at $100 billion to $140 billion over the next 20 years, according to Joseph Vranich, HSRA consultant and author of the book *Supertrains*.

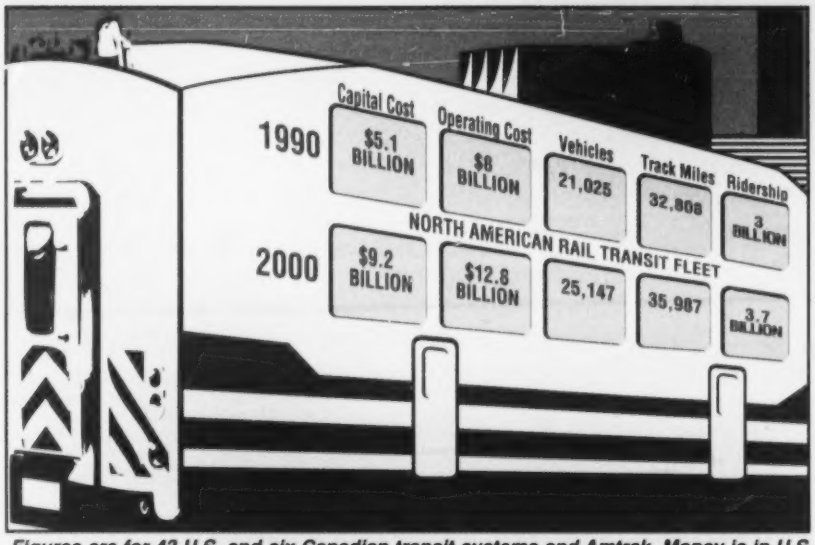
To point out that the United States is still far behind the rest of the world in high-speed trains, Vranich notes that Spain opened a line in late April

"that runs at 155 mph over the mountains." But he says high-speed trains will be here; it just takes a long time. A key question, he says, is which corridors will be used.

"Once we remove institutional impediments," Vranich says, a lot of money will be put into high-speed rail, more of it private money than has been the case with traditional transit agencies.

Vranich expects these projects to be completed this decade: Amtrak Boston-New York upgrade ($1.2 billion); Dallas-Houston leg of Texas high-speed system ($5.7 billion estimate for the system); and maglev in Orlando, FL ($600 million). Also possible, he says, are high-speed lines in Ohio, Philadelphia to Pittsburgh and Las Vegas to Anaheim, CA.

For intercity high-speed rail to be successful, Vranich says, it must capture air passengers, and to do that it must travel at least 150 mph.



Figures are for 43 U.S. and six Canadian transit systems and Amtrak. Money is in U.S. dollars after converting Canadian dollars. Some projections for the year 2000 are conservative because in a few cases where figures could not be obtained, those from 1990 were used. The figures are also quite conservative in that more than 40 additional cities in Canada and the United States plan rail transit, much of which could be under construction by the year 2000. That could double capital and operating needs, estimated for the present decade at $154 billion for the 43 U.S. transit systems alone. SOURCES: APTA, Amtrak and METRO Magazine research.

Rail explodes

"Rail is exploding," says Thomas C. Owen, group vice president at Bombardier Inc., which manufactures a complete line of transit railcars. Owen says there will be significant changes in the market for the next 10 years for a number of reasons:

Thomas C. Owen says railcar production will increase.

- Amtrak's "very aggressive drive" for self-sufficiency by the year 2000.
- Emergence of the California market, which represents true expansion, not just railcar replacement.
- Emergence of high-speed rail as a distinct possibility and interest of the private sector in it.
- Conversion to AC from DC, which means fewer components, more efficiency and less maintenance.
- Mass transit emerging on the political agenda.

Owen says more railcars will be produced this decade than last, especially when the need arises with increase in ridership, down lately because of the recession. "Bombardier is well positioned for new car contracts when they appear," Owen says.

The company has just added a factory in Mexico to its two each in Canada and the United States. Bombardier has just purchased Concarril from the Mexican government for a cash price of $27 million (Canadian) and assumption of liabilities about twice that amount. Concarril, near Mexico City, manufactures subway cars for Mexico City, light rail vehicles for other Mexican cities and rolling stock for the Mexican National Railway. It had 3,000 employees when it suspended operations in December.

MK expands

Morrison Knudsen Corp. has been expanding in rail since 1988, says Mike Monteferrante, vice president for marketing and sales of MK's Rail Systems Group in Boise, ID. "Our timing was absolutely perfect," Monteferrante says. "We had the vision to get in and be ready for the rail renaissance, and we're ready." He expects MK expansion to continue the rest of this decade and beyond.

Mike Monteferrante sees a promising market for locomotives.

Beyond North America, where MK has obtained five major contracts to build railcars since 1988 (Chicago Transit Authority, BART, Metro-North, Metra and Caltrans) MK, has an office in Australia and has bid on projects there, and hopes to get into rail work in Europe and Asia, Monteferrante says. "American technology doesn't have to take a back seat to anyone," he says.

MK has just signed a deal with Caterpillar Inc. to produce three engines for MK prototype locomotives: a 5,000-horsepower freight engine; a 3,000-horsepower passenger engine; and 1,200-horsepower switcher (for yard work) engine powered by liquefied natural gas, fed by a tender. "We see a promising market for locomotives the next eight to 10 years," Monteferrante says.

"Our next step is to build the car shells on U.S. soil," Monteferrante says. MK now gets them from several foreign sources.

He sees a major resurgence in light rail vehicles, expansion of commuter cars and "a host of opportunities" in high-speed rail.

MK has operated and maintained its own rolling stock since 1922. It has invested more than $175 million in transit and locomotive facilities and technology in the past 10 years. It has

nearly 1,000,000 square feet of U.S. railcar manufacturing space.

Also expanding is Siemens Duewag Corp. Earlier this year it opened a new plant for manufacturing light rail vehicles in Sacramento, CA. The western half of the nation has become a better market for light rail vehicles than the more crowded eastern half, said Siemens Duewag President Gunter Ernst.

Ernst also said he expects more transit systems to combine orders to save money. "The cars we made for San Diego could be very practical for a lot of cities," Ernst said. "It's easy for cities to piggyback on to it."

Commuter rail to grow

There will be more and more commuter rail, according to Michael Ferreri, senior vice president at Booz Allen & Hamilton, consultants in Philadelphia, because agencies "are trying to get the most they can for their money."

Many cities are also looking at commuter rail, Ferreri says, because "they can be exciting lines."

Ferreri says, "It is arguable if maglev will catch on" because there are not enough corridors for it. Studies have shown that French or German high-speed, steel-wheel technology could catch on here, he says; the extra speed maglev provides beyond that "won't be worth it."

"Bombardier is well positioned for new car contracts when they appear."
—Tom Owen
Bombardier Inc. group v.p.

As with Bombardier, other rail industry manufacturers are expanding. Union Switch & Signal, responding to a 40 percent increase in sales the past three years, plans an enlarged or new plant in the Pittsburgh area, plant expansion in Columbia, SC, relocation of its corporate office to the Columbia area and adding 200 employees within two years. US&S, designer and manufacturer of signaling and control systems, "simply ran out of space in Pittsburgh for the number of skilled people we employ," says Walter Allessandrini, president and CEO.

Foreign contracts for the company could equal domestic contracts, according to Emilio Ruocco, US&S marketing communications specialist. He says there are many contracts in the Far East, especially Korea and Taiwan.

Ruocco estimates $60 million in potential bids the first quarter of the fiscal year in the United States and Canada.

On another note, Ruocco says the technology is certainly in place for automated cars, "but I don't see a trend toward driverless systems. The

Amtrak plans transcontinental run, replacement of old cars on East Coast

Amtrak plans its first regularly scheduled transcontinental route next year and replacement of its aging cars on the East Coast.

The new route would be from Los Angeles to Miami. That could include 620 miles of track between New Orleans and Jacksonville, FL, being added to the Amtrak system of more 23,000 miles nationwide, according to Howard Robertson, public affairs officer.

Robertson says Amtrak hopes to replace 438 coaches and locomotives by the year 2000 in its East Coast "heritage fleet," cars now 25 to 45 years old. He says also the Amtrak fleet of about 2,200 vehicles is expected to increase by then.

Also in Amtrak's future, according to Robertson:

- One-hundred forty double-decker cars due from Bombardier next year.
- The final 32 locomotives from an order of 52 from General Electric due later this year.
- Passenger service between Boston and Portland, ME, on existing freight lines.
- Electrifying service between Boston and New Haven, CT, trimming travel time by eliminating the switch from electric to diesel in New Haven.
- Hopefully passage in Congress of a proposal to put one cent of the federal gas tax in an Amtrak capital improvement trust fund. That would lead to more revenue for Amtrak, and would replace its federal capital subsidies, which now come from the general fund.

The X2000, a Swedish high-speed train, will be tested in temporary revenue service on Amtrak's Northeast corridor. The train, manufactured by Asea Brown Boveri, tilts on curves to compensate for centrifugal force. That extra speed reduces trip time.

psychology of passengers is that they want to see a driver there."

General Railway Signal is moving to a new plant in suburban Rochester, NY. "As railroad control and signal systems have evolved into highly sophisticated electronic devices, the manufacturing we do increasingly involves compact electronic components that require a totally new environment," says John d'Auguste, vice president for manufacturing.

The Texas High Speed Rail Authority is holding 39 environmental hearings around the state this May on the $5.6 billion plan to connect the state's five largest cities with trains that would run at 200 mph. Morrison Knudsen leads the group that won a 50-year franchise to build, own and run the system. An authority spokesman notes that the first leg, between Dallas and Houston, must open by Dec. 31, 1998.

There have also been these recent developments in rail transit:

■ The Massachusetts Bay Transportation has approved extending commuter rail service west to Worcester, the state's second largest city, in an Amtrak corridor. Service could begin in 1996.

■ The Capitol Metropolitan Transportation Authority in Austin, TX, has begun the second and final phase of a study for a proposed light rail starter line.

■ Because of steady ridership growth, the Orange County (CA) Transportation Authority has added a fourth double-deck coach to its commuter train between San Juan Capistrano and downtown Los Angeles. M

■

"American technology doesn't have to take a back seat to anyone."

—Mike Monteferrante
Morrison Knudsen Rail Systems Group v.p.

■

New rail vehicle lowers axle load

A rail vehicle has been designed and tested which the designer believes can bring economically viable high-speed rail to North America.

"The infrastructure is 80 percent of the cost of a high-speed rail system," says Roy E. Smith, president of Resco Engineering of Kingston, ON, Canada. "A major obstacle to the implementation of the high-speed train in North America is the cost involved in developing, installing and maintaining the special track structure today's heavy trains require."

Smith's train has a steering mechanism in the wheel assembly of the carriage. It lowers the axle load of a fast moving train, thereby reducing the force that the wheels exert on the tracks, resulting in less wear on the rail infrastructure. The truck has been redesigned to include dual steering rods, one attached to the front axle, the other to the rear axle. They meet at the midpoint of the undercarriage, joined by mechanical linkage.

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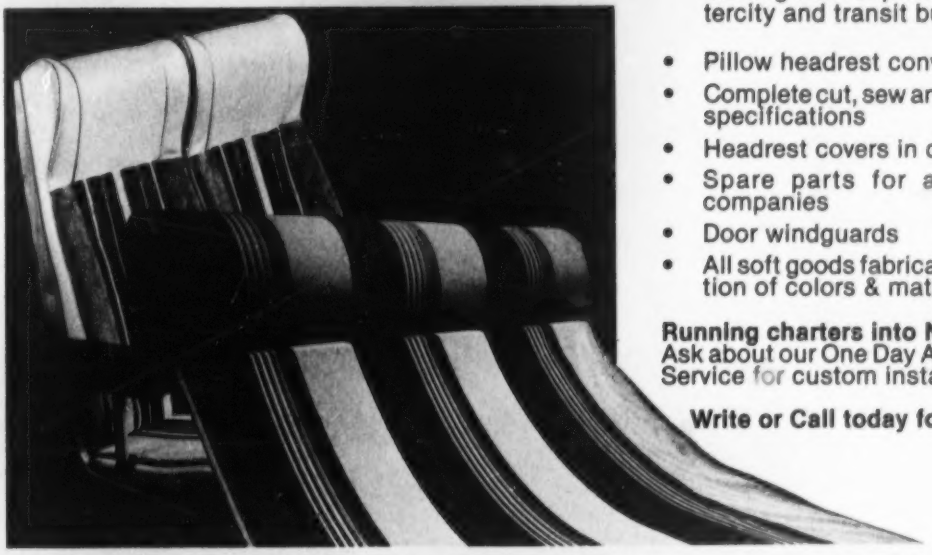

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METRO Survey Profiles Managers At North American Transit Agencies

Most have at least a bachelor's. Typical pay is $48,000 yearly.

Composite North American transit manager

A typical North American transit manager is about 44 years old, has a bachelor's degree and earns about $48,000 a year.

A survey by *METRO Magazine* also shows the typical transit manager has been in the industry at least 15 years, majored in business or engineering and is definitely male.

METRO mailed 405 survey forms to transit managers selected at random from our subscriber list; 232 responded, a respectable 57 percent. (Six forms were returned with information insufficient to process, and three were returned by the Postal Service as undeliverable.)

Only 3.8 percent of respondents are women.

A large majority (65 percent) of those who answered the survey work at agencies with a service area of more than one million people. But agencies of all sizes, down to those with a service area of fewer than 50,000 people, are represented.

Age: The largest age group (40 percent) is 36 to 45. Those 36 and older represent 83 percent of the respondents.

Experience: Those in the transit industry 11 to 15 years composed the largest group (25 percent). Sixty-seven percent had 11 or more years in the industry, 83 percent seven or more years.

Education: The majority of respondents (54.6 percent) have at least a bachelor's degree; 20 percent have master's degrees and 2.6 percent have studied beyond that. Thirteen percent went only as far as high school, 23 percent had "some college" and eight percent ended their education with a two-year college course.

Business was the most popular major (37 percent), followed by engineering (33 percent), vocational-technical (11 percent) and social science (11 percent).

Pay: The largest pay group was those earning $40,000 to $50,000 a year (25 percent). Those earning $30,000 to $40,000 or $50,000 to $60,000 each represent 22 percent of the respondents. Only one respondent each checked the box for the lowest (less than $20,000) and highest (more than $100,000) pay ranges.

Job: The largest job classification represented was maintenance (25 percent), followed by operations (21

Workers to managers: seek our advice

Eighty percent of the workers at Madison (WI) Metro think middle managers should get more employee input.

That result was from a survey of the agency's 365 employees; 249 participated. It was conducted by the University of Wisconsin Business School.

The survey also notes that 55 percent of those responding thought middle management did not seek enough input from workers.

Julie Maryott-Walsh, Metro marketing coordinator, says half the non-managers in the survey understood the jobs of top management. She also says top management "fared slightly better" than the two other management categories in the survey — middle and "participatory" management.

percent) and engineering (18 percent). Only 4.9 percent listed their jobs as executive administration.

Nineteen percent of those answering the survey told us they started in the transit industry as a driver.

Readers comment

"Training for future transit industry management must be a priority," says Paul F. Gross, an operations administrator for the Chicago Transit Authority.

■

"The only true (transit) experts in this country are our customers."

—Jay Furlong
SEPTA operations administrator

■

That is typical of many respondents who commented on industry personnel practices. Most were concerned about improving the industry, although methods vary.

"The industry needs to recruit from college ranks and quit promoting those with old ideas," says an engineering administrator from a large agency.

John Walsh, an engineering administrator with the New York City Transit Authority, would like "transferable pension/retirement programs to allow more diversity and movement in a very specialized industry."

A maintenance administrator with a master's degree notes: "Blanket requirements for having a college degree for a management position in maintenance have stopped several excellent first/second level managers from being promoted, or from taking jobs at other authorities."

And a woman operations administrator from a smaller agency observes: "Most people don't specially choose a career in public transit. They tend more to happen into the industry, because the pay generally isn't high enough to attract people as private industry does." She has a bachelor's degree and got her start in the industry driving a bus.

Who are the experts on what the transit industry must do? "The only true experts in this country are our customers," answers Jay Furlong, an operations administrator from the Southeastern Pennsylvania Transportation Authority. "The only true reality is what they perceive our service to be." Ⓜ

How women, minorities can get ahead in transit

Transit is trying to turn itself around from being an all-male bastion, according to Stephanie L. Pinson, and transit authorities are looking for women and minorities, who are "filtering up to middle and upper management."

Pinson, managing director of Gilbert Tweed Associates Inc., an executive search company in West Orange, NJ, says women and minorities in transit are certainly more visible now than they were five years ago.

"Fifteen percent of my business is looking specifically for women and minorities," says Pinson, co-director of her company's public transit and transportation practice. There are many more highly trained people out there than managers are aware of, she says, and "more women with technical degrees and a real interest in transit than transit is aware of."

Pinson has this advice for women and minorities to get ahead in transit:

- Find a mentor on your property.
- Do your homework — know what's happening on your property.
- Take initiative, such as writing "white papers."
- Reach out to peers and colleagues.

And Pinson has this aphorism to tack up on your wall as you struggle to climb transit's ladder:

"If you're doing your job right, you won't be loved by everyone."

Path to job advancement: change agencies

One path to advancement for transit managers is to take a job with more responsibility at another agency, according to Rolf Ruppenthal, vice president for transit at Management Recruiters of Boulder, CO.

That may be difficult, he says, because "the best people don't respond to job ads because they're afraid of their present employer finding out."

Ruppenthal notes, however, "that a lot of people are looking for jobs and a lot of good people are needed." He says transit agencies typically find managers by "passive recruiting," placing ads and winnowing the applicants.

He says career paths for top managers can be either with technical background or experience in business or public administration.

For the top people at agencies Ruppenthal says the pay is better than in private industry. At the executive director level, he says, "they keep getting more and more money." An executive director at the largest agencies will earn $200,000 to $300,000 a year with "all the side deals," he says. At medium-size agencies, such as in Miami or Denver, the range is $80,000 to $130,000, he says.

"Big agencies play musical chairs with the top person," he notes. "You come across a lot of the same people" taking those top jobs. The question top managers must answer, Ruppenthal says, is how political is the transit board?

Are the executive directors worth their salary? That's hard to determine, Ruppenthal says, but if an executive director's actions prevent a vehicle crash and loss of life, the director has earned the pay.

July/August 1992 $4

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Transit Innovates To Meet ADA Rules

ADA Spawns Shuttle Bus Market Expansion

How to Save Agency Money With Privatization

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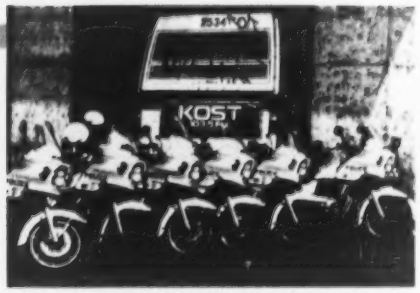
JULY / AUGUST 1992

Vol. 88 No. 4

32



RTD keeps rolling during Los Angeles riots.

Departments

Letters	4
News	6
Suppliers & Services	14
People	50
Calendar	51
New Products	52
Advertisers' Index	55
Classified Ads	55
Publisher's Perspective	56

Cover photo of the Champ by Champion Motor Coach Inc. Inset photo of a City of Phoenix Transit System lift in operation.

METRO ISSN (0162 6221) is published bi-monthly with extra issue in October, by Bobit Publishing Company, 2512 Artesia Boulevard, Redondo Beach, California 90278. The contents of this publication may not be reproduced either in part or whole without consent of Bobit Publishing Company. Please address ALL correspondence to the Editorial and Executive Offices at 2512 Artesia Boulevard, Redondo Beach, California 90278. Please address all subscription correspondence to Metro Magazine, P.O. Box 469009 Escondido, CA 92046-9009. Subscription prices: $25 per year, $34 for two years. Single copy $4, $25 for Fact Book. Canada $30 per year, $41 for two years. Foreign $38 per year, $51 for two years. Second Class postage paid at Redondo Beach, CA 90278-9988 and at additional mailing offices. Postmaster: Send address changes to Metro Magazine, P.O. Box 469009 Escondido, CA 92046-9009. Affiliated Publications: Automotive Fleet, Canadian Automotive Fleet, Auto Rental News, Bedroom Business Driver, Contemporary Orthopaedics, Contemporary Surgery, Fleet Financials, Installation News, Limousine & Chauffeur, Nails, School Bus Fleet, Security Sales, Showcase USA

Features

ADA Battle Is Just Beginning, But Transit Has a Good Attack Plan 16
Agencies innovate with new programs, expanded service.

Shuttle Bus Market Grows 22
Manufacturers offer new models, variety of options.

RTD Helps Military Restore Order During Four Days of L.A. Riots 32
'As each soldier stepped off the bus, I could hear the click of their rifles as they locked and loaded.'

David Turney Voices Concerns Of APTA Associate Members 34
Agencies urged to develop projects and apply for funds carmarked for transit under ISTEA.

LACTC Taps a $3 Trillion Market To Save Money by Privatization 40
Agency has success with information systems.

60-Year-Old Montebello Bus Lines Modernizes in a Hurry 42
Three bus procurements cut average fleet age 70%.

If You Want a Streetcar, Shuttle Bus Or Tram, You Can Take a Chance 44
Small Kansas coach builder finds happiness in niche market.

APTA Charlotte Conference Examines Transit Bus Future 46
EPA may ease 0.05 particulate standard.

Member:

APTA ABP ABA BPA Highways Users Federation

Greyhound rider survey: 65% travel alone

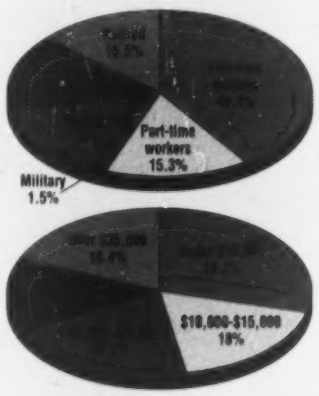
The vast majority (65 percent) of Greyhound's 16 million passengers last year traveled by themselves, 40 percent were full-time workers and 26 percent are college graduates.

Those figures were from an on-board survey of Greyhound passengers. Spokesman Bill Kula says 15,000 to 20,000 passengers responded to survey forms at Greyhound's 50 busiest terminals around the country in the fall. He notes, however, that the survey also reflects rural ridership in that a lot of survey respondents began their trips in rural areas and picked up survey forms at the larger terminals.

The survey further shows that more than half of Greyhound's passengers were dropped off at terminals by family or friends and five percent drove themselves or walked to the terminal. Thirty-one percent traveled with one other person, four percent with two others and 0.5 percent with three or more others. Of those with traveling companions, one-third were siblings, one-quarter were spouses and one-third were children.

The age bracket with the most passengers (18-24) had 23.9 percent. Those 75 and older accounted for 3.5 percent.

GREYHOUND PASSENGER PROFILE



The top chart shows employment of Greyhound passengers. The bottom chart shows income. SOURCE: Greyhound Lines Inc.

One to three trips longer than 50 miles yearly were taken by 55.4 percent. Thirty or more of those trips were taken by 3.1 percent.

Fifty-five percent of the passengers had flown within the year. Twenty-three percent had never flown.

The racial percentage of passengers is: white, 58.2; black, 23.7; Hispanic, 10; Asian, 4.1; and other, 4. Fifty-eight percent were female; 42 percent were male. Between spring 1981 and spring 1991, the percentage of white passengers fell from 73 to 59.4 percent. All other groups rose a few percentage points in that period.

Greyhound research also shows that the percentage of passengers aged 16 to 34 fell between 1981 and 1991, while those 35 and older increased.

In 1991, 35.5 percent of passengers considered only Greyhound as a travel mode. Considering automobiles were 31.2 percent; planes, 25.4 percent; and trains, 23.1 percent. In 1981 42.5 percent considered cars, planes or trains; in 1991 those other options were considered by 64.6 percent.

Kula says Greyhound expects about 16 million passengers again this year.

Hybrid demo bus due in September

Bus Industries of America's (BIA) first hybrid demonstration bus is expected to be running in September.

Peter Bigwood, BIA vice president for engineering, said at the American Public Transit Association's Bus Operations and Technology Conference in Charlotte, NC, a second 40-foot demonstration hybrid would be ready in May.

The bus is expected to achieve low emissions through improved mileage offered by efficiency of the drive system. By using electric traction motors, all components in the drive system can be made smaller. There will be no axle across the back of the natural-gas, low-floor bus. The engine, which will be smaller than usual, will power the generator, which will power four traction motors, each driving one wheel in a dual-axle configuration.

Bigwood noted that air conditioning, CNG tanks, electrical works and the exhaust system are in an end-to-end compartment on top of the bus. The compartment is accessible from above and below.

U.S. transit ridership is down 2.71%

Estimated unlinked transit passenger trips on all U.S. transit systems fell to 2.138 billion, or 2.71 percent, for the fourth quarter of 1991 from the same period in 1990, according to the American Public Transit Association.

The only modes showing increases were demand response, up 4.67 percent, and light rail, up 0.15 percent.

Canadian systems reported 4.67 percent fewer trips for the quarter from a year earlier.

All NYCTA subways are new or overhauled

All of the New York City Transit Authority's subway cars are now either new or completely overhauled.

The last 16 non-overhauled cars have been removed from passenger service. The removal from service of two train sets of R-44 cars, originally built by the St. Louis Car Co. for $211,850 each in 1972, marks the near completion of the agency's $2 billion car overhaul program. →

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September/October 1992 $4

EXCLUSIVE
Top 100 Transit Fleets

METRO Magazine

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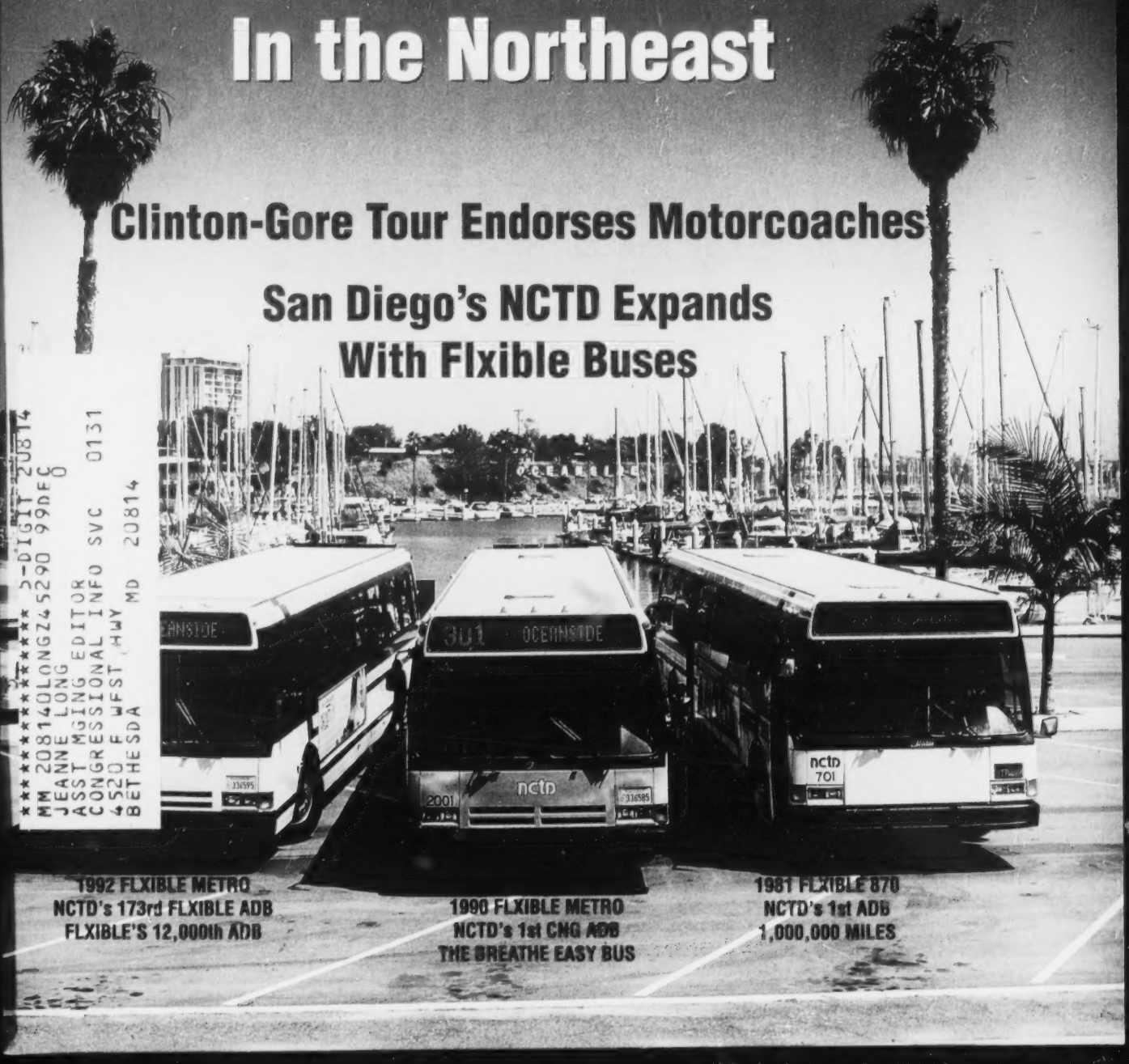
Commuter Rail on the Rise In the Northeast

Clinton-Gore Tour Endorses Motorcoaches

San Diego's NCTD Expands With Flxible Buses



1992 FLXIBLE METRO
NCTD's 173rd FLXIBLE ADB
FLXIBLE'S 12,000th ADB

1990 FLXIBLE METRO
NCTD's 1st CNG ADB
THE BREATHE EASY BUS

1981 FLXIBLE 870
NCTD's 1st ADB
1,000,000 MILES

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SEPTEMBER / OCTOBER 1992

Vol. 88, No. 5

47

Commuter rail marketed in the Northeast.

Departments

Letters	4
News	8
Suppliers & Services	18
People	72
Calendar	74
New Products	78
Classified Ads	82
Advertisers' Index	82
Metrobilia	83
Publisher's Perspective	84

Cover photo of Flxible buses at the North County Transit District in Oceanside, CA.

METRO Magazine (ISSN 0162-6221) is published bi-monthly with extra issue in October, by Bobit Publishing Company, 2512 Artesia Boulevard, Redondo Beach, California 90278. The contents of this publication may not be reproduced either in part or whole without consent of Bobit Publishing Company. Please address ALL correspondence to the Editorial and Executive Offices at 2512 Artesia Boulevard, Redondo Beach, California 90278. Please address all subscription correspondence to Metro Magazine, P.O. Box 469009 Escondido, CA 92046-9009. Subscription prices: $25 per year; $34 for two years. Single copy $4; $25 for Fact Book. Canada $30 per year; $41 for two years. Foreign $38 per year, $51 for two years. Second Class postage paid at Redondo Beach, CA 90278-9988 and at additional mailing offices. Postmaster: Send address changes to Metro Magazine, P.O. Box 469009 Escondido, CA 92046-9009. Affiliated Publications: Automotive Fleet, Canadian Automotive Fleet, Auto Rental News, Bedroom Business Driver, Contemporary Orthopaedics, Contemporary Surgery, Fleet Financials, Installation News, Limousine & Chauffeur, Nails, School Bus Fleet, Security Sales, Showcase USA.

Features

Motorcoach Industry Gets Boost From Clinton-Gore Campaign Tour 20
'The buses are doing a fantastic job,' presidential candidate says.

San Diego's NCTD Serves Desert, Coast, Mountains, Urban, Rural Areas 22
Backbone of agency's transit plans is fleet of buses 95% Flxible.

Some Bus Manufacturers Will Have to Fold, Flxible's Kravitz Says 26
Agencies seek direction on alternate fuels, traps, new engines.

Drug Testing Rules Due From FTA; More Will Be Required of Agencies 30
Transit substance abuse is less than in the general population.

***METRO's* Top 100 Transit Bus Fleets** 35
Exclusive survey finds more buses, privatization doubling.

Commuter Rail Traffic Increases With a Pitch for Clean Air 47
LIRR, Metro-North, NJ Transit market services for new breed of customer.

Procurement Can Be Made Easier By Doing Homework, Hiring Pros 54
Agencies face changing technology, lengthy certification process.

If You Want More Transit Money, Make Noise, Cut Waste, Create Tax 58
Experts tell APTA Rail Conference to hustle to get projects built.

Reflective Tape Makes Buses Safer; Wider Grilles Keep Them Cooler 62
Maintenance chiefs give tips for rain, mountains, winter, desert.

Lancer Beats Insurance Doldrums, Writes Policies on 20,000 Buses 68
Many operators remember 1985-86 crisis when premiums soared.

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Drug Testing Rules Due From FTA; More Will Be Required of Agencies

Transit substance abuse is less than in the general population.

The federal government plans to require transit agencies to test for more drugs rather than fewer.

That prediction is from Susan Schruth, attorney adviser for the Federal Transit Administration (FTA), which is promulgating new rules for drug and alcohol testing.

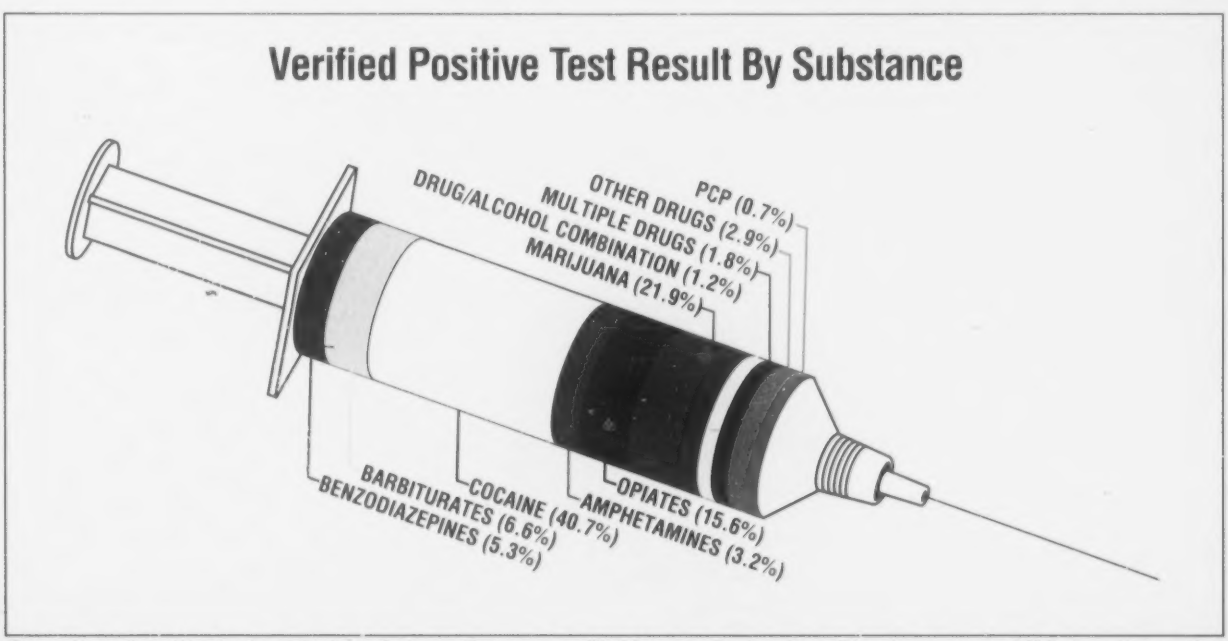
Susan Schruth says more testing will be required.

Schruth, speaking at the American Public Transit Association's Midyear Leadership and Professional Development Conference in Long Beach, CA, said when the rules finally do come out, transit agencies can probably count on this:

- Rehabilitation — something unions wanted — must be addressed.
- Split urine samples required in case an employee isn't satisfied with the results of the first test; a second can be done at another laboratory.
- Identify employees for suspension or dismissal.
- Periodic, random and post-accident testing, with no distinction if drugs were taken on the job or while off duty.
- Testing for safety-sensitive employees including mechanics and maintenance workers.

Schruth said the new rules will be more uniform than those issued in 1988. The new rules will also mandate testing for alcohol, not now in effect for transit, and probably what Schruth calls the "big five" — marijuana, cocaine, opiates, PCP and amphetamines.

(The new rules are exempt from President Bush's moratorium on new regulations because they are mandated by statute. However, a logjam of paperwork has descended on federal agencies, which are poring over existing rules to see which can be discontinued or modified. Neil Eisner, assistant general counsel for the federal Department of Transportation, says it will be difficult to have the new drug and alcohol rule ready by its October deadline, "but every effort will be made." He notes that before the proposed rule can be finalized it will be scrutinized by the Office of Management and Budget, Department of Health and Human Services and perhaps the Justice Department.)



Proportion of positive test results by substance that were verified by a medical review officer in a survey of U.S. transit agencies. SOURCE: Booz, Allen & Hamilton Inc.

Less abuse in transit

"Drug abuse is lower in transit than in the general population, even though you would expect more in transit with the large number of young males employed there," according to APTA panelist Donald Schneck, an associate at consultants Booz, Allen & Hamilton Inc. in Philadelphia.

His company did two drug and alcohol surveys for FTA. One targeted the 400 largest U.S. transit agencies (306 responded). The other interviewed 2,000 agency employees around the nation.

Donald Schneck says some agencies test for 20 drugs.

"Most transit managers saw no drug-abuse problem," Schneck said, "and believed alcohol was the biggest problem, even though there is more testing for drugs than alcohol." He noted that some agencies test for up to 20 drugs.

Results of the surveys show: Employee substance abuse was noted as a contributing factor in a small proportion of the reported major accidents; and testing programs inhibit drug use.

Schneck said one problem in tackling drugs is defining "use" and "abuse."

Drug, alcohol rules will have force of law

BY THOMAS R. KURZ

On Oct. 28, 1991, President Bush signed into law the transportation appropriations bill, including two amendments on drug and alcohol testing.

KURZ

Also known as the Hollings-Danforth Bill, the Omnibus Transportation Employee Testing Act of 1991 (Public Law 102-143 Oct. 28, 1991), requires drug and alcohol testing of mass transit workers. The bill was quickly passed into law following the Aug. 28 New York City subway crash that killed five people and injured more than 100.

The new law requires the Department of Transportation (DOT) to issue regulations within 12 months to establish a program to conduct pre-employment, reasonable suspicion, random and post-accident drug and alcohol testing of mass transportation employees in safety-sensitive positions. The regulations will apply to all mass transportation operations which receive federal funds and to all interstate and intrastate motor carriers which transport more than 15 passengers or operate vehicles larger than 25,000 lbs.

Kurz is director of marketing and planning at Northwest Toxicology, a drug testing laboratory in Salt Lake City.

Mass transit workers were originally included in DOT mandatory drug testing regulations but were blocked by an order from the U.S. Court of Appeals for the District of Columbia Circuit in January 1990 on the grounds the Urban Mass Transit Authority (UMTA) did not have authority to mandate safety regulations for local mass transit. The new law provides UMTA, now the Federal Transit Administration, with the authority to mandate drug testing and prohibits state or local governments from adopting laws, rules, regulations or ordinances which would limit FTA's authority in this matter.

The secretary of transportation is developing a proposed rulemaking for the new law. Dr. Donna Smith of the Office of the Secretary said that with some exceptions, most DOT drug testing regulations now in place "will remain basically intact."

Testing for alcohol

The most significant changes to current DOT testing is the inclusion of mass transit, and the requirement for alcohol testing. The new law also changes drug testing in transportation from an executive regulatory issue to a statute with enforcement as a matter of law. As a law, the program can no longer be changed by the will of the secretary of transportation — it requires a congressional amendment. As a statute, it ensures the stability of the testing program.

The new law applies to testing for substances under section 102(6) of the Controlled Substances Act (21 USC 802(6)). DOT officials have indicated that mass transit workers will be tested for alcohol, marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP). Consequently, mass transit workers will be tested for five drugs plus alcohol.

DOT is currently assessing the testing method to be used under the law. Blood and breath alcohol are mentioned in the statute but not specified.

The law also mandates that urine samples be subdivided into two split specimens "so that in the event the individual's confirmation test results are positive, the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests." DOT programs currently account for about 20,000 to 30,000 split samples per year. The new law is estimated to increase that volume to about five million per year.

It was estimated that a proposed rule would be published in the *Federal Register* during the second quarter of 1992. The final rule, due Oct. 28, 1992, is expected to modify the current Transportation Workplace Drug Testing Programs (49 CFR Part 40).

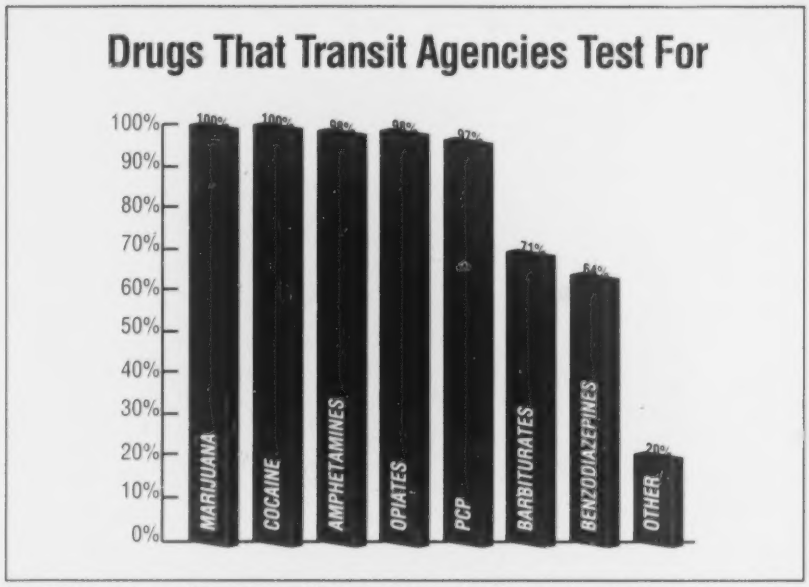
SEPTA begins testing

The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia began random testing in 1989 following "catastrophic rail accidents in the '80s" in which train crews were "dirty," according to Dr. Richard Press.

■

"Drug abuse is lower in transit than in the general population."
—Donald Schneck
Booz, Allen & Hamilton Inc. associate

■



Percentage of transit systems with drug testing that test for selected substances, from a survey of the 400 largest U.S. systems. SOURCE: Booz, Allen & Hamilton Inc.

Press, SEPTA's medical director, told the APTA seminar that 6,800 of the agency's employees are subject to testing; the positive test rate is 2.34 percent. The consequence of the first positive test, Press said, is treatment; the second positive test means the employee is fired.

The SEPTA program has three parts — education, treatment and testing:

In the education section, employees get direct mailings about the program, supervisors are trained and wellness program modules are set up.

In the treatment section, an in-house psychologist keeps confidential records for worker referral to an employee assistance plan (EAP). An outside EAP vendor takes care of inpatient rehabilitation and detoxification. There is

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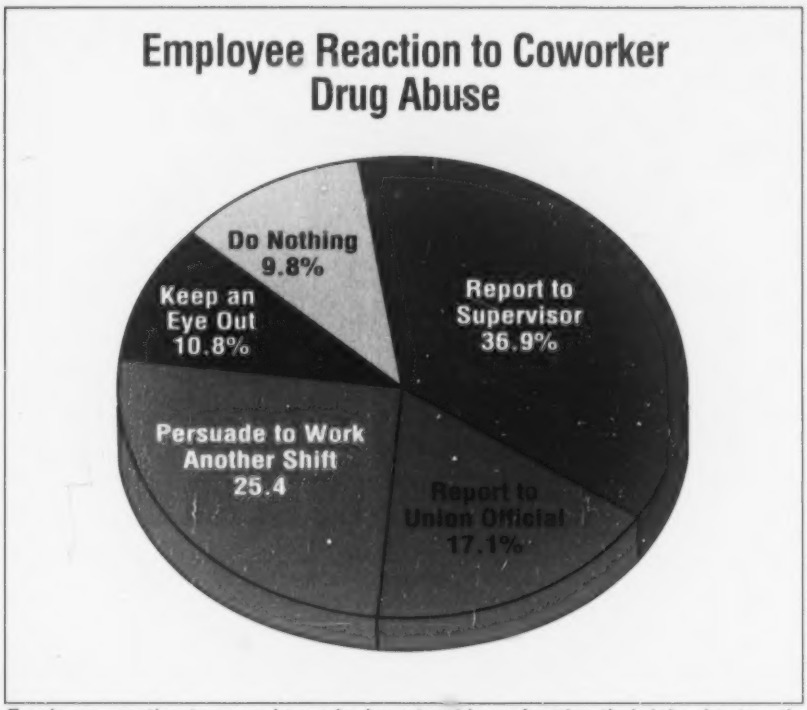
Employee Reaction to Coworker Drug Abuse
Do Nothing 9.8%
Report to Supervisor 36.9%
Keep an Eye Out 10.8%
Persuade to Work Another Shift 25.4
Report to Union Official 17.1%

Employee reaction to coworkers who have trouble performing their jobs due to substance abuse. Information is from a survey of 2,000 safety-sensitive workers randomly selected at the 100 largest U.S. transit agencies. SOURCE: Booz, Allen & Hamilton Inc.

also follow-up testing.

In the testing section, a medical review officer (MRO) is hired. (Press noted a cottage industry is developing for MROs. He said their credentials should be checked.) A central in-house collection site and a multi-drug urine test panel were established.

Press said SEPTA tests in these categories: new hires, pre-placement, transfers, periodic, for cause, random and treatment follow-up.

"If the chain of custody is broken, you don't have a test."
—Dr. Richard Press
SEPTA medical director

He said the "chain of custody" of test samples must be strict. The documentation procedure must be flawless from the time the donor gives the sample until it gets to the lab, even if it costs more, Press said. That includes the locked refrigerator where the sample is stored, the courier who takes it to the lab, people who have access to the sample at the lab and the lab report itself.

Press said elements of documentation include the random selection list, notice to employee, drug and alcohol documentation sheet, food and drug disclosure, chain of custody, breathalizer printout and lab reports.

"If the chain of custody is broken, you don't have a test," Press said.

Press noted that SEPTA goes as far as pasting a strip thermometer at the bottom of a specimen jar used to collect urine samples. That insures the specimen received is the correct body temperature, not a sample that the worker collected ahead of time.

MSBA begins testing

Many transit agencies have been testing for substance abuse for some time. Others have begun testing more recently.

The Metropolitan Suburban Bus Authority (MSBA) in Garden City, NY, in agreement with its union, earlier this year began a new random drug and alcohol testing program for all transportation, maintenance and operations workers. It is similar to a program the agency began in 1989 to fulfill federal regulations.

A computer randomly selects employees to be tested. At least 25 percent of those subject to testing will be tested yearly. Employees arriving for testing must provide photo identification or be identified by two MSBA managers. The workers will take a breathalizer test and produce a urine sample. The program will detect an alcohol reading of 0.04, illegal drugs and drugs not reported to the MSBA medical department.

"It's important to realize that this program is not being implemented as a disciplinary action," says Michael Capone, MSBA's labor relations assistant.

RTD has strict program

"We have one of the strictest drug and alcohol policies in the country, and the results from it have been impressive," says Gayel Pitchford, personnel director at the Southern California Rapid Transit District (RTD) in Los Angeles.

She says her most satisfying accomplishment at the RTD has been implementing its drug and alcohol abuse policy that went into effect in 1985. Positive drug tests among RTD employees have dropped from a high of 20 percent in 1985 to less than two percent today.

Gayel Pitchford: Drug Abuse has dropped from 20 percent at SCRTD.

"Others in the transit industry are now coming to us to help them set up their programs," Pitchford says.

Private bus companies are in compliance with federal drug testing regulations, according to Susan Perry, vice president for government relations at the American Bus Association. The Federal Highway Administration administers the program for private bus companies.

The U.S. Department of Transportation has a hotline for questions on drug testing (800/225-3784) open 24 hours a day, seven days a week for touch-tone phones. M

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METRO's Top 100 Transit Bus Fleets

Exclusive survey finds more buses, privatization doubling.

North America's top transit bus fleets, while remaining fairly steady from last year, show signs of advancement.

The total number of buses — including articulated and trolleybuses — for North America's Top 100 Transit Bus Fleets in the ninth annual *METRO Magazine* survey stands at 52,900 as of July 1. That's 420 more buses than in last year's survey, an increase of just under one percent.

But even at a time of decreasing ridership caused by the recession, and uncertainty of government funding, buses remain at the core of transit agency itineraries into the next century. The fallout from a transit explosion now under way — prompted by the Clean Air and Americans With Disabilities acts, the rail Renaissance and booming population — will begin to settle. The question is when.

The Top 100 reported they plan to rehabilitate 654 buses in 1993. They also report they plan to buy 4,833 buses of assorted lengths next year, more than in each of the past few years. Extrapolate from the several hundred agencies not included in the Top 100 and that *could* mean the long-awaited boom in bus production.

There could be opportunity for more privatization. Our survey found that 4,778 transit agency buses, nine percent, were run by private companies under contract to the agencies. That's more than double the percentage from last year.

Another area for growth is with alternative fuels. The American Public Transit Association (APTA) reports that nearly four percent of the nation's transit bus and van fleet currently runs on alternative fuels or "clean diesel" technology, a "figure that will double in only a few years." Of the 52,752 vehicles identified in an APTA survey, 2,156 use some form of alternative fuel, including natural gas, electricity, kerosene, methanol, propane and diesel with traps.

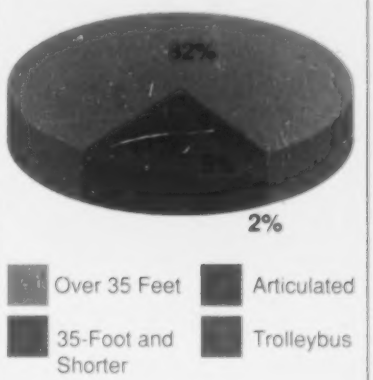
1. +88	Omnitrans San Bernardino, CA
2. +77	Milwaukee County Transit Milwaukee, WI
3. +53	Long Beach Transit Long Beach, CA
4. +44	Alameda-Contra Costa County Transit Oakland, CA
5. +40	Calgary Transit Calgary, AB

Transit agencies which increased fleet size the most in 1992.

1. -328	Dallas Area Rapid Transit Dallas, TX
2. -147	Toronto Transit Commission Toronto, ON
3. -110	Southeastern Pa. Trans. Authority Philadelphia, PA
4. -105	Metro Atlanta Rapid Transit Atlanta, GA
5. - 99	Orange County Transit Authority Garden Grove, CA

Transit agencies which decreased fleet size the most in 1992.

Percentage of Types of Buses In The Top 100 Transit Bus Fleet



The top five agencies in the *METRO* survey maintained their positions from last year, with the New York City Transit Authority (NYCTA) the leader with 3,465 buses, 504 more than No. 2, just across the Hudson River, New Jersey Transit, with 2,934 buses. Five years ago, in fact, the top four were the same as this year. NYCTA reported 3,666 buses in *METRO's* 1987 survey, 201 fewer than this year.

North America's top transit fleets are collectively getting larger, even though this year's survey reported 735 buses added to fleets at agencies whose fleets grew, vs. 1,988 buses lost at agencies which reported smaller fleets, for a net loss of 1,253. But as new agencies joined the list and others moved up in rank, the cutoff changed. Last year an agency needed 106 buses to make our list. This year the cutoff was 124.

Predicted for next year's survey: more total buses, more alternate fuel buses, more privatization. •

LARGEST 100 TRANSIT BUS FLEETS

Rank		Transit Authority, City	Fleet Mix				Fleet Size	
'92	'91	Agency Listing	35 Ft. & Under	Over 35 Ft.	Artic-ulated	Trolley-bus	*Contrac-ted	1992 Total	± Over 1991
1	1	New York City Transit Authority Brooklyn, NY	0	3465	0	0	0	3465	-57
2	2	New Jersey Transit Corp. Maplewood, NJ	0	2828	106	0	1089	2934	-28
3	3	Southern California Rapid Transit District Los Angeles, CA	76	2353	0	0	0	2429	-89
4	4	Chicago Transit Authority Chicago, IL	0	2025	145	0	0	2170	0
5	5	Toronto Transit Commission Toronto, ON	140	1562	90	0	0	1792	-147
6	7	Montreal Urban Community Transit Corp. Montreal, PQ	0	1643	0	0	0	1643	-13
7	6	Southeastern Pennsylvania Transportation Authority Philadelphia, PA	38	1353	50	110	0	1551	-110
8	8	Washington Metropolitan Area Transit Authority Washington, DC	100	1317	76	0	0	1493	-94
9	9	Seattle Metro Seattle, WA	35	476	554	137	0	1202	-61
10		New York City Dept. of Transportation New York, NY	18	1107	0	0	1125	1125	
11	10	Massachusetts Bay Transportation Authority Boston, MA	85	952	0	50	0	1117	9
12	11	Metropolitan Transit Authority of Harris County Houston, TX	116	873	50	0	18	1039	5
13	13	Metropolitan Transit Commission St. Paul, MN	39	792	107	0	0	938	-12
14	14	Vancouver Regional Transit Vancouver, BC	3	628	21	244	31	924	-7
15	16	Mass Transit Administration Baltimore, MD	21	862	0	0	18	883	10
16	15	Port Authority of Allegheny County Pittsburgh, PA	129	652	75	0	0	856	-66
17	17	San Francisco Muni San Francisco, CA	45	331	124	344	0	844	-24
18	20	Pace Suburban Bus Division of RTA Arlington Heights, IL	364	474	0	0	40	838	36
19	19	Ottawa-Carleton Transportation Commission Ottawa, ON	30	631	164	0	9	825	1
20	23	Alameda-Contra Costa Transit District Oakland, CA	151	601	54	0	0	806	44
21	24	Regional Transportation District Denver, CO	119	582	89	0	79	790	33
22	18	Greater Cleveland Regional Transit Authority Cleveland, OH	73	693	0	0	0	766	-90
23	26	Edmonton Transit Edmonton, AB	26	574	0	100	0	700	-2
24	21	Metropolitan Atlanta Rapid Transit Authority Atlanta, GA	63	579	45	3	0	690	-105
25	12	Dallas Area Rapid Transit Dallas, TX	0	650	30	0	370	680	-328

*Represents number of buses in an agency's fleet operated under contract to the agency by a private company. Note: Some of the rankings from last year's chart, in the September October issue, have been changed for this year due to additional information received and recomputation of data.

Largest 100 Transit Bus Fleets

Rank		Transit Authority, City	Fleet Mix					Fleet Size	
'92	'91	Agency Listing	35 Ft. & Under	Over 35 Ft.	Artic-ulated	Trolley-bus	Contrac-ted	1992 Total	± Over 1991
26	22	Orange County Transportation Authority Garden Grove, CA	273	396	0	0	246	669	-99
27	25	Bi-State Development Agency St. Louis, MO	144	495	0	0	13	639	-70
28	32	Milwaukee County Transit System Milwaukee, WI	24	533	40	3	0	600	77
29	27	Calgary Transit Calgary, AB	60	538	0	0	0	598	40
30	31	Metro-Dade Transit Agency Miami, FL	15	549	0	0	0	564	26
31	29	Detroit Department of Transportation Detroit, MI	17	526	14	0	0	557	5
32	33	Tri-County Metropolitan Transportation Portland, OR	194	276	86	0	0	556	33
33	30	Santa Clara County Transit District San Jose, CA	97	445	0	0	0	542	0
34	28	VIA Metropolitan Transit San Antonio, TX	380	149	0	0	0	529	-28
35	35	Honolulu Public Transit Authority Honolulu, HI	30	437	8	0	0	475	-8
36	36	Regional Transit Authority New Orleans, LA	42	418	0	0	0	460	-13
37	37	Suburban Mobility Authority for Regional Transit Detroit, MI	211	226	0	0	35	437	-12
38	34	Utah Transit Authority Salt Lake City, UT	27	383	0	8	0	418	-98
39	40	Niagara Frontier Transit Authority Buffalo, NY	9	360	0	27	0	396	27
40	39	Southwest Ohio Regional Transit Authority Cincinnati, OH	0	379	0	0	0	379	0
41	38	Connecticut Transit Hartford, CT	17	357	0	0	0	374	-46
42	42	City of Phoenix Transit System Phoenix, AZ	23	271	56	0	350	350	0
43	47	Central Ohio Transit Authority Columbus, OH	68	274	0	0	0	342	27
44	44	San Diego Transit San Diego, CA	3	289	44	0	0	336	3
45	45	San Mateo County Transit District San Carlos, CA	89	163	79	0	90	331	0
46	41	Westchester County Bee-Line System White Plains, NY	23	238	61	0	322	322	-37
47	46	Transit Authority of River City Louisville, KY	42	260	14	0	22	316	-14
48	43	Mississauga Transit Mississauga, ON	0	274	36	0	0	310	-36
49	49	Metropolitan Suburban Bus Authority Garden City, NY	20	285	0	0	0	305	0
50	50	Liberty Lines Transit Yonkers, NY	0	239	61	0	0	300	0

Largest 100 Transit Bus Fleets

Rank		Transit Authority, City	Fleet Mix					Fleet Size	
'92	'91	Agency Listing	35 Ft. & Under	Over 35 Ft.	Artic-ulated	Trolley-bus	Contrac-ted	1992 Total	± Over 1991
51	48	Rochester-Genesee Regional Transportation Rochester, NY	68	208	17	0	0	293	-17
52	53	Miami Valley Regional Transit Authority Dayton, OH	61	179	0	36	0	276	3
53	54	Queens Surface Corp. Flushing, NY	13	260	0	0	0	273	10
54	56	Golden Gate Transit San Rafael, CA	4	268	0	0	17	272	18
55	55	Memphis Area Transit Authority Memphis, TN	31	207	20	0	24	258	1
56	51	Kansas City Area Transportation Authority Kansas City, MO	24	228	0	0	0	252	-23
57	57	Capital District Transportation Authority Albany, NY	32	212	8	0	0	252	1
58	71	Long Beach Transit Long Beach, CA	63	176	0	3	63	242	53
59	58	Rhode Island Public Transit Authority Providence, RI	48	186	5	0	0	239	-7
60	52	Capital Metropolitan Transportation Authority Austin, TX	178	48	0	0	108	226	-48
61	61	Hamilton Street Railway Co. Hamilton, ON	0	195	15	15	0	225	-5
62	60	Societe de Transport de Ville de Laval Laval, PQ	0	219	0	0	20	219	-12
63	62	Montgomery County Ride-On Rockville, MD	216	0	0	0	0	216	0
64	64	Toledo Area Regional Transit Authority Toledo, OH	147	64	0	0	0	211	6
65	67	GO Transit Toronto, ON	0	203	0	0	0	203	2
66	66	Triboro Coach Corp. Jackson Heights, NY	0	202	0	0	0	202	0
67	63	Greater Richmond Transit Co. Richmond, VA	62	130	0	10	0	202	-11
68	65	Sacramento Regional Transit District Sacramento, CA	54	146	0	0	0	200	-4
69	-	Foothill Transit West Covina, CA	15	184	0	0	199	199	-
70	68	Central New York Regional Transit Authority Syracuse, NY	33	164	0	2	0	199	0
71	59	Indianapolis Public Transportation Corp. Indianapolis, IN	50	118	30	0	0	198	-45
72	70	Sun Tran of Tucson Tucson, AZ	41	152	0	3	0	193	2
73	69	Broward County Mass Transit Pompano Beach, FL	0	190	0	0	18	190	-1
74	74	Hillsborough Area Regional Transit Authority Tampa, FL	0	182	0	0	0	182	0
75	73	Madison Metro Transit System Madison, WI	20	160	0	0	0	180	-4

Largest 100 Transit Bus Fleets

Rank		Transit Authority, City	Fleet Mix					Fleet Size	
'92	'91	Agency Listing	35 Ft. & Under	Over 35 Ft.	Artic-ulated	Trolley-bus	Contrac-ted	1992 Total	± Over 1991
76	76	Societe de Transport de l'Ouatais Hull, PQ	4	176	0	0	0	180	10
77	72	Pioneer Valley Transit Authority Springfield, MA	120	58	0	0	178	178	8
78	-	Omnitrans San Bernardino, CA	88	90	0	0	95	178	88
79	75	Metro Regional Transit Authority Akron, OH	157	15	0	1	0	173	2
80	86	Tidewater Regional Transit Norfolk, VA	34	135	0	0	0	169	26
81	79	Charlotte Transit System Charlotte, NC	0	155	10	0	0	165	-2
82	84	Jacksonville Transportation Authority Jacksonville, FL	29	121	9	1	0	160	9
83	77	Transit Authority of the City of Omaha Omaha, NE	70	88	0	0	0	158	-10
84	88	Pinellas Suncoast Transit Authority Clearwater, FL	119	33	0	3	0	155	22
85	94	Sun Metro El Paso, TX	28	118	0	6	18	152	30
86	80	Pierce Transit Tacoma, WA	25	125	0	0	0	150	-13
87	87	North County Transit District Oceanside, CA	61	87	0	0	0	148	8
88	93	WDW Transportation Systems Lake Buena Vista, FL	13	134	0	0	0	147	22
89	82	Kitsap Transit Bremerton, WA	76	71	0	0	35	147	-9
90	78	Greater Hartford Transit District Hartford, CT	130	15	0	0	145	145	-22
91	91	Metropolitan Transit Authority Nashville, TN	25	91	15	13	0	144	17
92	81	Spokane Transit Authority Spokane, WA	36	98	10	0	0	144	-19
93	85	Command Bus Co. Brooklyn, NY	0	141	0	0	0	141	-5
94	90	Santa Monica Municipal Bus Lines Santa Monica, CA	0	135	0	0	0	135	6
95	83	Fort Worth Transportation Authority Fort Worth, TX	133	0	0	0	0	133	-21
96	96	Birmingham-Jefferson County Transit Authority Birmingham, AL	25	106	0	0	0	131	15
97	89	Pace Northwest Division Des Plaines, IL	0	130	0	0	0	130	0
98	95	Lynx (formerly Tri County Transit) Orlando, FL	70	51	2	5	1	128	8
99	92	Sun Tran of Albuquerque Albuquerque, NM	90	35	0	0	0	125	0
100	-	Delaware Administration for Regional Transit Wilmington, DE	0	124	0	0	0	124	-